

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5884

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FRIDAY, FEBRUARY 15, 1907.

五拜禮

號五十月二 英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 21,000,000
CAPITAL UNCALLED " 3,000,000
RESERVE FUND " 13,700,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. HONOLULU.
NAGASAKI. SHANGHAI.
LYONS. NEWCHOWANG.
SAN FRANCISCO. MUKDEN.
BOMBAY. PORT ARTHUR.
TIENSIN. CHEFOO.
PEKING. DALNY.
KOBE. TIE-LING.
LONDON. OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,
Manager.
Hongkong, 22nd September, 1906. [17]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE FUND.....£800,000
INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.

T. P. COCHRANE
Manager.
Hongkong, 16th May, 1906. [23]

INTERNATIONAL BANKING CORPORATION.
FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$ 3,250,000
RESERVE FUND.....GOLD \$ 3,250,000

HEAD OFFICE—NEW YORK.
LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.
THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per cent. on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4½ per cent. per annum.
6 " 4 " " " "
3 " 3 " " " "

No. 9, Queen's Road Central, Hongkong.
CHAS. R. SCOTT,
Manager.
Hongkong, 2nd January, 1907. [18]

NETERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)
ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,000,000 (£417,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalangan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandoemasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2½ per cent. on daily balances.
Fixed Deposits 12 months 4½ per cent. per annum.
Do. 6 " 4 " " " "
Do. 3 " 3½ " " " "

L. ENGEL,
Agent.
Hongkong, 12th February, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,250,000
Silver Reserve.....\$10,250,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq.
C. Goetz, Esq.
Hon. Mr. W. J. Gresson
C. R. Lenzmann, Esq.
D. M. Nissim, Esq.

A. J. Raymond, Esq.
R. Shewan, Esq.
N. A. Siebs, Esq.
H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
ACTING MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4½ per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on Application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4½ PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [22]

DEUTSCH ASIATISCHE BANK.
CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tainanfu, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Joh. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted.

F. JUNG,
Manager.
Hongkong, 11th January, 1907. [24]

NETERLANDSCH-INDISCHE HANDELS BANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (£1,250,000).
Subscribed Capital FL. 10,000,000 (Paid-up).
Reserve Fund FL. 1,628,850.19 (£135,737).

Head Office—AMSTERDAM.
Sub-Office—THE HAGUE.
Head Agency—BATAVIA.

BRANCHES—At Singapore, Sourabaya, Samarang, Indramajou, Bandjoeang and Weltevreden.
CORRESPONDENTS—At Cheribon, Tegal, Pecalangan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS:
London: The Williams Deacons Bank, Ltd.
Paris: Comptoir National d'Escompte de Paris.
Berlin: Deutsche Bank.
Brussels: Banque de Paris et des Pays Bas.
Vienna: Union Bank.
Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the world and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the rate of 2½ per cent. on the daily balances.
On Fixed Deposits: 12 months 4½ per cent. per annum.
Do. 6 " 4 " " " "
Do. 3 " 3½ " " " "

J. BOETTJE,
Manager.
16, Des Vaux Road Central. [19]

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STRAINS	TO SAIL ON	REMARKS.
SHANGHAI, KOBE, MOJI and YOKOHAMA	MANILA	About 17th February	Freight and Passage.
LONDON, &c., via usual Ports of Call	DEVANHA	23rd Feb. Noon	See Special Advertisement.
SHANGHAI	MACEDONIA	About 23rd February	Freight and Passage.

For Further Particulars apply to

E. A. B. WETT, Superintendent.

Hongkong, 15th February, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

STOCKTAKING SALE.

FEBRUARY 6th to 16th.

GREAT REDUCTIONS FOR CASH ONLY

IN THE

GENTLEMEN'S OUTFITTING,

HARDWARE, FURNISHING,

AND

LADIES' DEPARTMENTS.

LANE, CRAWFORD & CO.

Hongkong, 4th February, 1907. [15]

ASK FOR

KUPPER'S PILSENER BEER

and see that you get it.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS.

SOLE AGENTS—

CALDBECK MACGREGOR & CO.,

15, Queen's Road Central.

Hongkong, 8th February, 1907. [18]

HONGKONG, CANTON AND

MACAO STEAMBOAT CO.,

LIMITED.

CHEAP EXCURSIONS TO MACAO.

On SUNDAY, the 17th February,

THE Company's Steamship

"HONAM"

will depart from "DOUGLAS" WHARF at 9 A.M.

Time of departure from Macao 8 P.M. Returning to the Company's Wharf.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare.....\$3.00

" " " on Monday 5.00

" " " Single " 7.00

Popular Excursion Rates as usual.

Children under 12 years Half-Fare.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 7 A.M. from the Company's Wharf.

W. E. CLARKE,
Secretary.

Hongkong, 11th February, 1907. [19]

Intimations.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chifu, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Malsura, Kure, Shimodaseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A-1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinohira, Hokoku, Honda, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

M. KOBAYASHI, Manager, Hongkong.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [16]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS.

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

FOR THE RACES! JUST ARRIVED!!

A Choice Selection of EXQUISITELY TRIMMED MILLINERY, DRESSES and GOWNS, &c., &c., direct from the "Avenue de la Paix," Paris.

PRICES TO SUIT EVERYONE.

Hongkong, 5th February, 1907. [19]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906.

H. HAYNES

Manager. [26]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMERN).

SHAMEEN, CANTON.

ON THE BRITISH CONFESSION.

F. E. DE BEAURE PAIRE,

(late of Australia), Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. J. AUSTIN, R.N.R.,

Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS

(if required).

ELECTRIC PASSENGER ELEVATOR to each

floor.

TABLE D'HOPE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1905. [27]

GREENLEES BROTHERS'

CLAYMORE RARE OLD SCOTCH

WHISKY.

\$15.00 per Dozen.

VERY SPECIAL BLEND SCOTCH

WHISKY.

\$12.00 per Dozen.

PAUL CLOUET

ROYAL SILLERY DRY SPARKLING

CHAMPAGNE.

\$20.00 per Case 24 Pints.

SOLE AGENTS—

A. CHAZALON & CO.,

6, Queen's Road Central.

Hongkong, 1st February, 1907. [28]

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [29]

Intimations

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 875 ft. Width of entrance, top 80.5 ft. bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

Telephone: Nos. 373, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Scotts, A. 1, and Watkins.
Yokohama, May 23rd, 1905. [37]

The Wisdom of the East
Demands the best
the West can give.

Hong Kong Agents for
Watson's Dundee Whisky (No. 10.)
Watkins, Ltd., Apothecaries Hall, Hong Kong.

D. NOMA, TATTOOER,
63, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. Colours are absolutely fast and perfectly harmless, and produce a charming effect not attainable by any other means.

by any other, as their composition is only known to me. H. R. H. The Duke of York, H. L. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

HONGKONG HIGH-LEVEL TRAM. **For Sale.**



WEEK DAYS.
7.00 A.M. TO 2.30 P.M. Every 10 minutes.

THERAPY. This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, Malgaigne, J. Mayol, &c., &c.

1.45 p.m. to	1.15 p.m. ... Every 10 minutes.
1.15 p.m. to	1.45 p.m. ... Every 15 minutes.
1.45 p.m. to	2.15 p.m. ... Every 10 minutes.
2.15 p.m. to	3.00 p.m. ... Every 15 minutes.
3.00 p.m. to	5.00 p.m. ... Every 15 minutes.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.

every half hour.
SUNDAYS,
2.00 a.m. to 9.00 a.m. ... Every 15 minutes.

9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.
SATURDAYS:
Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, **ALEXANDRA BUILDINGS, Des Voeux Road Central.**

JOHN D. HUMPHREYS & SON.

A FIRST Class PILSENER BE
guaranteed free from Salicylic Acid,

**THE HONGKONG
STUDIO.**

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
Sole Agents:—
SIEMSEN & CO.
Hongkong, 10th January, 1903.

TOP FLOOR.
PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.

**LARGE SELECTION OF VIEWS ALWAYS
ON HAND.**

perishable goods,
Wm. PARLANE
Manager,
Hongkong, 22nd January, 1903

105-10600-10000

Intimation.

Powell's

ALEXANDRA
BUILDINGS.

FOR THE
RACES.

SMART

COSTUMES,

Light Tweeds,

Cream Serges, &c.

COATS,

Cream Alpaca

and Serge,

Tussore Silk, &c.

MILLINERY,

The very Latest

from

LONDON & PARIS.

OSTRICH

FEATHER

BOAS,

White, Grey, Black.

DAINTY

BLOUSES.

GLOVES,

FOOTWEAR,

SUNSHADES,

&c., &c., &c.

MODERATE PRICES.

Wm. POWELL, Ltd.,

HONGKONG.

Hongkong, 1st January, 1907.

Intimations.

NOTICE.

Mr. RACHIRAM, who was acting as our Manager for some time, has from the 17th October, 1906, severed his connection with us, and the firm will not hold itself RESPONSIBLE FOR ANY DEBTS incurred by him hereafter or before.

K. A. J. CHOTIRMALL
& CO.

Hongkong, 8th February, 1907. [13]

WANTED.

PRIVATE TUITION FOR BOY in English, French, Mathematics, etc., one hour daily. Apply, stating terms, etc., to—
"S."
C/o Hongkong Telegraph.
Hongkong, 5th February, 1907. [201]



PUBLIC WORKS DEPARTMENT.
Hongkong, 11th February, 1907.
OLD HARBOUR OFFICE, DES VŒUX ROAD CENTRAL.

SEALED TENDERS will be received at the Colonial Secretary's Office until Noon of THURSDAY, the 28th instant, for the LETTING OF THE OLD HARBOUR OFFICE, from the 15th March, 1907, to the 15th March, 1908, subject to the conditions published in the Government Gazette (Notification No. 94 of 8th February, 1907).

Each tender should bear on the cover the words "TENDER FOR LEASE OF OLD HARBOUR OFFICE."

The Government does not bind itself to accept the highest or any tender.
Forms of tenders and further particulars can be obtained from the Public Works Department.

W. CHATHAM,
Director of Public Works.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906. [148]

Entertainment.

THEATRE ROYAL,
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

will present
A FARCICAL COMEDY

ENTITLED
"FACING THE MUSIC,"

by
CHARLES HENRY DARNLEY,
Produced for the Hongkong A.D.C.

Messrs. R. SUTHERLAND & JOHN ROBERTSON.

DRAMATIS PERSONÆ:

Rev. John Smith, Curate of St. Andrews

Mr. A. W. J. Watt

John Smith, The other Mr. Smith

Mr. T. C. Leithbridge

Col. Duncan Smith, The other Mr. Smith's uncle

Mr. H. M. Kendall

Sergeant Duffell, of Vine Street

Dr. J. W. Hartley

Mabel, The Curate's Wife

Miss C. Shelton Hopper

Nora, The other Mr. Smith's wife

Mrs. Van der Woude

Miss Fotheringay, of the Bijou Theatre

Miss Marchant

Mrs. Pouting, The other Mr. Smith's housekeeper

Miss Lloyd-Thomas

Period, Present day.

TO-NIGHT

(FRIDAY), 15th February, 1907.

TO-MORROW

(SATURDAY), 16th " "

MONDAY, 18th " "

at 9 P.M.

Prices, \$3, \$2, and \$1.

Sailors and Soldiers in uniform half-price to Pit Stalls and Pit.

Booking Office at the ROBINSON PRIMO Co., open on and after MONDAY, the 11th February, 1907, at 10 A.M.

Hongkong, 14th February, 1907. [134]

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 16th day of February, 1907, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1906.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1907. [173]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 11th, to the 16th day of February, 1907, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th January, 1907. [174]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Offices of the General Managers, at 11.30 A.M., on MONDAY, 18th February, to receive a Statement of the Company's Accounts to 31st December, 1906, and the Report of the General Managers. The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 18th February, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 2nd February, 1907. [188]

THE SHU ON STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING OF THE COMPANY will be held at the Company's Registered Office No. 8, Queen's Road West, Victoria, Hongkong, on THURSDAY, the 14th day of the 1st Moon of the 33rd year of Kwong Sui (the 21st day of February, 1907), at 12 o'clock noon, when the following Resolutions, which were passed at the Extraordinary General Meeting of the Company held on the 5th day of February, 1907, will be submitted for confirmation as Special Resolutions:—

1.—That the capital of the Company be increased from \$250,000 to \$350,000 by the issue of 5,000 fully paid up new shares of \$20 each ranking for dividend, voting power and in all other respects pari passu with the existing shares of the Company.

2.—That such new shares be offered in the first instance to the persons who on the 19th day of February, 1907, shall be the registered shareholders of the Company in the proportion of one new share for every old share held by them and that such offer be made by notice specifying the number of shares which each such registered shareholder shall be entitled to take up and limiting the time within which the offer if not accepted by payment of the full amount of \$20 per share will be deemed to be declined and that the Directors be empowered to dispose of the shares not taken in response to such offer as they consider expedient in the interests of the Company.

By Order of the Board,
CHAU CHEUK FAN,
Manager,
Shu On Steamship Co., Ltd.
Hongkong, 5th February, 1907. [122]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 25th February, 1907, at 12 o'clock noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 1st February 1907. [182]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned at 11 A.M., on THURSDAY, the 7th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st inst. to the 7th proximo, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers,
Hongkong Fire Insurance Company, Limited.
Hongkong, 11th February, 1907. [122]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

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Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 14th February, 1907. [124]

THE LATE VISCOUNT GOSCHEN.

Goschen, The Right Hon. George Joachim, M.P., LL.D., D.C.L., F.R.S., son of the late William Henry Goschen, a London Merchant, of German extraction, was born August 10th, 1831. He received his education at Rugby, under Drs. Tait and Goulburn, and at Oriel College, Oxford, where he graduated B.A., taking a first-class in Litt. Hum. in 1853. Soon after he became a merchant in partnership with Messrs. Fruhling and Goschen, of Austrians, and a Director of the Bank of England, but he retired from the partnership on taking office in the Russell-Gladstone ministry. He was returned in the Liberal interest for the City of London in May 1859; on the death of Mr. Wood; and he took an active part in the movement for throwing open the universities to dissenters, and the abolition of religious tests. Mr. Goschen, who was elected for the City of London, at the head of the poll, at the general election in July 1865, was made Vice-President of the Board of Trade, November 20th, 1865, when he was sworn of the Privy Council, and Chancellor of the Duchy of Lancaster and a Cabinet Minister, January 26th, 1866, retiring with the Russell ministry in June of that year. On the accession of Mr. Gladstone to power, in December 1868, he was appointed President of the Poor-Law Board, which office he held to March 1871, when he succeeded Mr. Childers as First Lord of the Admiralty. He went out of office with his party in February 1874. At the general election which was held in that year he was the only Liberal candidate returned for the City. In 1876 Mr. Goschen and Mr. Lubert were chosen as delegates of the British and French holders of the Egyptian debts to concert measures for the conversion of the debts. They proceeded to Egypt, where they were received by the Khedive (August 18th), and eventually an agreement was signed at Cairo (November 18th) for a reorganisation of the finances and public debt of Egypt. On July 17th, 1878, Mr. Goschen issued an address to the Liberal electors of the City of London, declining to come forward again at the next general election, on the ground that his votes on the County Franchise question had not been in accord with the views generally entertained by the party. Mr. Goschen attended the International Monetary Conference held at the Foreign Office, Paris, in August 1878. In May 1880, immediately after Mr. Gladstone's accession to power, Mr. Goschen consented to undertake the special duties of Ambassador Extraordinary at Constantinople, in the place of Sir Henry Layard, who retired, nominally on leave of absence, but in fact finally. Before proceeding to Constantinople, Mr. Goschen visited the most important political centres in Europe, and this was the first step towards the formation of a European concert for the execution of the unperformed parts of the Treaty of Berlin. In 1881 the ambassadors of the Great Powers in the Conference of Constantinople, after long and patient negotiations, joined in a note to the Greek Government recommending the acceptance of the utmost that Turkey could be brought to yield. The new frontier line left the greater part of Epirus, with Janina and Metzovo, to Turkey, giving Greece possession of almost all Thessaly, and the command of the Gulf of Arta. The Cabinet of Athens was forced, under pressure, to agree to this frontier line, which deprived Greece of nearly one-third of the territory promised to her at Berlin. It was admitted by all the Powers that the assent of Turkey to these terms was obtained chiefly through the persistence and firmness of Mr. Goschen. His mission came to an end in April 1881. Mr. Goschen was appointed an Ecclesiastical Commissioner for England in November 1882. He has written largely on financial questions, and his treatise on "The Theory of the Foreign Exchange," 5th edit., 1864, has been translated into French by Mr. Leon Say. He has published various speeches in pamphlet form, amongst them his "Speech on the Question of the Abolition of the Bill of 1865," and his "Speech on Bankruptcy Legislation and other Commercial Subjects," 1868, and "Addresses on Education and Economic Subjects," 1885. At the general election of 1885, Mr. Goschen, who had sat for Ripon since his retirement from the representation of the City of London in 1881, was elected, after a severe contest (in which he was opposed by a Radical, but obtained a great majority), to represent the Eastern Division of Edinburgh. In 1886, however, he was defeated by a large Gladstone Liberal majority. From 1887 he represented the St. George's Hanover Square Division. Mr. Goschen had taken a foremost part in the campaign against the Home Rule Bill. On the resignation of Lord Randolph Churchill in December 1886, and when Lord Salisbury had failed to induce Lord Hartington to join his Government, Mr. Goschen was prevailed upon to accept the Chancellorship of the Exchequer, though he declined the leadership of the House Mr. Goschen's scheme for the reduction of the interest on the National Debt was cordially accepted by all parties, and successfully brought to a conclusion in July 1887. Mr. Gladstone, however, vigorously attacked his proposals with reference to the Duties. He was appointed Lord of the Admiralty. He was elected Lord Mayor of the City of London in 1890, and of the University of Edinburgh in 1890. He married, in 1871, Lucy, a daughter of John Dalley. This lady died in February 1898. He was first Lord of the Admiralty from 1895-1900.

By Order of the Board,
CHAU CHEUK FAN,
Manager,
Shu On Steamship Co., Ltd.
Hongkong, 5th February, 1907. [122]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 25th February, 1907, at 12 o'clock noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th February, both days inclusive.

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Hongkong, 14th February, 1907. [124]

Intimations.

CONFIDENCE said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOL'S PREPARATION has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the remedy of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint, and is effective from the first dose. Sold by chemists everywhere.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S RED PAINT,
DANIELS' PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FUSGON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
HIPS STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.
Canton Road, 7th March, 1907. [145]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Robert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkable remedy, which in a few days only, removes all discharges, effectually suppurating infection, the use of which does irreparable harm by laying the foundation of structure and other serious diseases. Indisposition, irritation of the lower bowels, rough, bronchitis, asthma, and some of the more typical complaints of this kind, it will be found a most efficacious, affording prompt relief, where other well-tried remedies have been powerless.

THERAPION No. 2 is a purifying remedy, which in a few days only, removes all discharges, effectually suppurating infection, the use of which does irreparable harm by laying the foundation of structure and other serious diseases. Indisposition, irritation of the lower bowels, rough, bronchitis, asthma, and some of the more typical complaints of this kind, it will be found a most efficacious, affording prompt relief, where other well-tried remedies have been powerless.

THERAPION No. 3 is a purifying remedy, which in a few days only, removes all discharges, effectually suppurating infection, the use of which does irreparable harm by laying the foundation of structure and other serious diseases. Indisposition, irritation of the lower bowels, rough, bronchitis, asthma, and some of the more typical complaints of this kind, it will be found a most efficacious, affording prompt relief, where other well-tried remedies have been powerless.

THERAPION No. 4 is a purifying remedy, which in a few days only, removes all discharges, effectually suppurating infection, the use of which does irreparable harm by laying the foundation of structure and other serious diseases. Indisposition, irritation of the lower bowels, rough, bronchitis, asthma, and some of the more typical complaints of this kind, it will be found a most efficacious, affording prompt relief, where other well-tried remedies have been powerless.

THERAPION No. 5 is a purifying remedy, which in a few days only, removes all discharges, effectually suppurating infection, the use of which does irreparable harm by laying the foundation of structure and other serious diseases. Indisposition, irritation of the lower bowels, rough, bronchitis, asthma, and some of the more typical complaints of this kind, it will be found a most efficacious, affording prompt relief, where other well-tried remedies have been powerless.

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THERAPION No. 9 is a purifying remedy, which in a few days only, removes all discharges, effectually suppurating infection, the use of which does irreparable harm by laying the foundation of structure and other serious diseases. Indisposition, irritation of the lower bowels, rough, bronchitis, asthma, and some of the more typical complaints of this kind, it will be found a most efficacious, affording prompt relief, where other well-tried remedies have been powerless.

THERAPION No. 10 is a purifying remedy, which in a few

Intimation.



A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and **SHERRIES** bottled in Europe have been especially selected and procured from the celebrated Firm of

C. G. SANDEMAN SONS & CO.

London, Oporto and Xeres.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$15.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED.
AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

At Shanghai, on the 14th inst., the wife of **GEORGE HUTTON POTTS** of a son. [225]

DEATHS.

Suddenly on the 11th inst., Captain **ALEXANDER TILLET**, late Marine Superintendent C. P. R. Co., aged 63. [229]

On February 8, 1907, at Shanghai, **ALICE HOBBS**, aged 26.

On February 8, 1907, at Chinwangtao, **D. MCKELAR**, second engineer of the str. *Kat-ping*.

On February 9, 1907, at Shanghai, **FRANCISCO XAVIER CARNEIRO**, aged 44.

On February 15, 1907, at Shanghai, **J. BAYOL**, of the Imperial Maritime Customs.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 15, 1907.

HONGKONG'S NEW TRADE RIVALS.

For some considerable time it has been apparent to those who have given the subject attention that the Japanese steamship companies were bent not merely on appropriating the carrying trade of the north but also had designs on the commerce which radiates from Hongkong. It was many months after the war that Dalny was thrown open to foreign traders, although the Japanese steamship owners had free access to the port and the hinterland, and the result was that, practically speaking, nothing was left for those who came afterwards. Then came the amalgamation scheme, by which the most important companies agreed to combine with the declared object of ousting their rivals in the Far East generally. They had already made a beginning with the Yangtze

trade, but their operations had not extended as far as Hongkong, and there was, indeed, little reason to believe that their programme contained any reference to the Hongkong and Canton trade. It was thought that with the schemes to inaugurate lines to the United States, South America, Australia, and Europe either emerging from the chrysalis stage or recovering from the disorganisation caused by the war the question of entering into competition with the local boats was still for the future to decide. Assisted by their Government, however, largely through the benevolence of financiers on the London and New York Exchanges and the Paris Bourse, the Japanese have been rendered able to come to the front once more with wonderful celerity. We read in a Japanese contemporary that the scheme to incorporate the Yangtze services of the four companies—the Nippon Yusen Kaisha, Osaka Shosen Kaisha, Daito Kisen Kaisha and Hunan Steamship Company, has matured, and the final meeting of the representatives of the four companies has probably already been held at which all matters concerning the amalgamation have been arranged. It is further stated that the capital of the new company will be 12,000,000 yen, made up as follows:—100,000 yen, the capital of the Daito Kisen Kaisha, with 15 steam tug-boats with an aggregate tonnage of 340; and 15 lighters with an aggregate tonnage of 676; 750,000 yen, the paid-up capital of the Hunan Steamship Company with three steamers, representing a total tonnage of 3,370; 4,000,000 yen, representing six steamers on the Yangtze, and other property belonging to the Osaka Shosen Kaisha; about 3,000,000 yen representing two steamers and other property of the Nippon Yusen Kaisha, the remaining 4,000,000 yen to be subscribed publicly. When the new company is floated, four steamers of over 2,000 tons each will be built, and the services will be extended to Hongkong, Canton, Tientsin, and other North and South China ports. That is definite enough in all conscience, and appears to have been inspired by some person in authority. There is no suggestion that the shipping trust of Japan may do this or that; there is no use for the subjunctive in the formal statement appearing in the Press; the scheme is already cut and dried, formulated and, possibly, by this time, in course of being carried into effect. It will be noted that Hongkong and Canton are specifically mentioned as ports whose trade will be cut into by the Japanese whose appearance on the scene must be regarded with grave consideration. In the first place, the steamers of the four companies are practically certain dividend-earners, for they start with an annual Government subsidy of 800,000 yen, the estimate for which is included in the Japanese Budget for the coming fiscal year. Already, the Japanese Government is paying subsidies to the four companies, as an inducement to make a bold bid for the Yangtze trade, to the amount of 500,000 yen, but it is not stated whether the new subsidy to the joint concern is an addition or an simple increase. Even if it were only an increase of 500,000 yen it is very substantial. Then, the vessels can be worked at a fraction of the cost involved on European steamers, even in the case of tramps, because wages are less as a rule and Japanese sailors do not demand the fare which a thoughtful Board of Trade provides for the British sailors. There are other very real reasons why those connected with the shipping trade of Hongkong should give close attention to the situation; otherwise they may be caught nodding when their competitors arrive on the scene. In any event, it will be a stiff fight which the Japanese seem anxious to make with the view of wresting the trade of Hongkong and Canton from those who have built it up with so much industry, caution and concern. It is well known that the Canton and West River trade is far from being remunerative. At each successive meeting of the principal company interested in the trade reference is made to the difficulties experienced in securing adequate and profitable returns, but it has been hoped that the attention and energy given to the trade, the ability with which it has been fostered, encouraged and developed would bring their natural reward in the future. With the advent of the Japanese that reward may be far to seek, unless strenuous efforts were made to retain and, if possible, increase the advantage gained by being first in the field. As for the coast trade it has been none too flourishing for some time past, and the Japanese are not likely to lead to any marked improvement. Altogether, the position is by no means reassuring, although there is no reason to be despondent, for the outcome will rest with those who are most determined to get and to keep the trade, and that should be the shipping community of Hongkong.

At meeting of the directors of the Shanghai Sumatra Tobacco Co., Ltd., held on the 9th instant it was decided to recommend to the shareholders at the approaching annual meeting that a final dividend of thirty per cent, making fifty per cent for the year, should be declared, and that 15,250,000 should be placed to a special works fund.

Little has been heard of late regarding the development of Sabang as a coaling station and its progress as the rival of Singapore, but there is reason to believe that it is gradually emerging from obscurity. A paragraph in a recent issue of the *Singapore Free Press* gives the following information and comment on the position: "The Italian cruiser *Marco Polo* arrived on Tuesday afternoon from Hongkong and she will leave this afternoon for home, her place on the Far East station being taken by the *Pesulco*. It is somewhat significant and also an indication that Sabang is getting a formidable rival to Singapore that the *Marco Polo* will coal there on her way to Colombo." It is certainly curious that a warship should deliberately indicate its preference for Sabang, when she had to call at the important port in the South, and it cannot be suggested that in patronising the Dutch port she could have been influenced by motives of self-interest, national considerations or neighbourliness. The only rational view to take is that the commander of the Italian warship had received reports concerning Sabang as a coaling station which induced him to give Singapore the "go by." That speaks ill of the Settlement and is far from creditable either to the late Tanjong Pagar Dock Company or the present Dock Board. Quoting again from our contemporary it appears that "steady endeavours are being made in various ports in the Far East to influence captains of trading steamers to make use of Sabang as a coaling port. The inducements are, presumably, of a monetary character, and, therefore, of such a nature as the Tanjong Pagar Dock Board, now not a private company but a Colonial institution, cannot possibly offer. Things being equal, Sabang will score with skippers of a money-making turn of mind—there are a few such—for rebates and commissions are arguments that convince sea-going persons of an acquisitive turn of mind. The *per contra* argument that the Singapore Dock Board, to give it a generally intelligible name, must offer, are the lowest possible rates as to coaling, docking and repairs." In the opinion of the writer, if Sabang can do things better than Singapore then the former deserves to succeed. As yet Sabang is a very puny rival, the total number of ships that coaled there in 1905 being 176, and in the first ten months of last year 178, which may be styled progress of sorts. But the very fact that there is a competitor at her gates should stir the Settlement, or rather the Government, to renewed effort in the way of improving the dock and wharf accommodation, and adopting the latest devices intended to facilitate rapid coaling and the prompt discharge of cargo. Singapore is certainly not up-to-date as regards the common machines which are called into operation when quick work at the docks is required, and seeing that so much money is to be spent on the harbour it might be well if the Dock Board considered the advisability of modernising their methods in every way possible, so that the port can fairly claim to be in a position to defeat the aims of Sabang. In this connection it appears that recently the Government had been discussing the question of securing the cancellation of the harbour contract entered into with Sir John Jackson, Ltd. There was evidently some fear that the Settlement could ill afford the huge sum of £1,204,000 for harbour improvements, and the contractors were asked whether they would agree to cancel the contract in return for a *satisfactum* of £25,000. A reply was received saying that Sir John Jackson declined to name a sum for a simple cancellation of the contract. The amount was thought inadequate, but Sir John Jackson stated that his firm would accept £20,000 to cancel the contract, if they could reserve the right to go to arbitration for the loss of profits if they did not obtain the Tanjong Pagar contract. The telegram further stated that if it was considered that the contract must be cancelled, notice would have to be given and the Government must contemplate a claim of £1,000,000. To this the Straits Government replied that sooner than accept the excessive demands of the contractor or go to arbitration, they were prepared to face the necessity for the strictest economy and proceed with the contract. The Governor of the Straits Settlements at a meeting of the Legislative Council expressed the belief that the Colony was quite capable of meeting the financial situation, and so the work will proceed accordingly. Looking from the outside, we are inclined to feel that it was the wisest course to begin operations as soon as possible once they have been decided upon. It is absurd to have an immense undertaking of a public character hanging over the heads of residents, and it does not tend to increase the self-esteem of the Colony, burdened as it would be with an old man of the sea who could not be shaken off. This is no time to lag behind and in view of what is being done to popularise Sabang at the expense of Singapore it is only right and proper that there should be no delays in the matter of public, and particularly harbour, improvements, even if it is necessary to borrow the money for the purpose.

SINGAPORE AFFAIRS.

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The only rational view to take is that the commander of the Italian warship had received reports concerning Sabang as a coaling station which induced him to give Singapore the "go by." That speaks ill of the Settlement and is far from creditable either to the late Tanjong Pagar Dock Company or the present Dock Board. Quoting again from our contemporary it appears that "steady endeavours are being made in various ports in the Far East to influence captains of trading steamers to make use of Sabang as a coaling port. The inducements are, presumably, of a monetary character, and, therefore, of such a nature as the Tanjong Pagar Dock Board, now not a private company but a Colonial institution, cannot possibly offer. Things being equal, Sabang will score with skippers of a money-making turn of mind—there are a few such—for rebates and commissions are arguments that convince sea-going persons of an acquisitive turn of mind. The *per contra* argument that the Singapore Dock Board, to give it a generally intelligible name, must offer, are the lowest possible rates as to coaling, docking and repairs." In the opinion of the writer, if Sabang can do things better than Singapore then the former deserves to succeed. As yet Sabang is a very puny rival, the total number of ships that coaled there in 1905 being 176, and in the first ten months of last year 178, which may be styled progress of sorts. But the very fact that there is a competitor at her gates should stir the Settlement, or rather the Government, to renewed effort in the way of improving the dock and wharf accommodation, and adopting the latest devices intended to facilitate rapid coaling and the prompt discharge of cargo. Singapore is certainly not up-to-date as regards the common machines which are called into operation when quick work at the docks is required, and seeing that so much money is to be spent on the harbour it might be well if the Dock Board considered the advisability of modernising their methods in every way possible, so that the port can fairly claim to be in a position to defeat the aims of Sabang. In this connection it appears that recently the Government had been discussing the question of securing the cancellation of the harbour contract entered into with Sir John Jackson, Ltd. There was evidently some fear that the Settlement could ill afford the huge sum of £1,204,000 for harbour improvements, and the contractors were asked whether they would agree to cancel the contract in return for a *satisfactum* of £25,000. A reply was received saying that Sir John Jackson declined to name a sum for a simple cancellation of the contract. The amount was thought inadequate, but Sir John Jackson stated that his firm would accept £20,000 to cancel the contract, if they could reserve the right to go to arbitration for the loss of profits if they did not obtain the Tanjong Pagar contract. The telegram further stated that if it was considered that the contract must be cancelled, notice would have to be given and the Government must contemplate a claim of £1,000,000. To this the Straits Government replied that sooner than accept the excessive demands of the contractor or go to arbitration, they were prepared to face the necessity for the strictest economy and proceed with the contract. The Governor of the Straits Settlements at a meeting of the Legislative Council expressed the belief that the Colony was quite capable of meeting the financial situation, and so the work will proceed accordingly. Looking from the outside, we are inclined to feel that it was the wisest course to begin operations as soon as possible once they have been decided upon. It is absurd to have an immense undertaking of a public character hanging over the heads of residents, and it does not tend to increase the self-esteem of the Colony, burdened as it would be with an old man of the sea who could not be shaken off. This is no time to lag behind and in view of what is being done to popularise Sabang at the expense of Singapore it is only right and proper that there should be no delays in the matter of public, and particularly harbour, improvements, even if it is necessary to borrow the money for the purpose.

LOCAL AND GENERAL.

A JAPANESE Consul-General has been appointed at Harbin and a consul at Kirin.

A SERIOUS fire broke out on the 10th inst. at Yokosuka in the vicinity of the Naval Hospital. The building, however, was saved.

A WONDERFUL lack of life is being shown in the Japanese Diet. The ministerial element among the Progressives maintains the ascendancy in the councils of that party.

THERE have been 200 fatal cases of lung sickness in the Chunyochen district. The Kuangtung Government has dispatched sanitary officials to carry out precautionary measures to check the spreading of the disease.

OUR readers are reminded that the first of the three performances of "Facing the Music," by the A.D.C., takes place to-night at the Theatre Royal, City Hall. The cast, which is a very strong one, has been marshalled through the practices and rehearsals by those able amateur stage-managers, Messrs. R. Sutherland and Robertson, and are now quite ready to make their first bow to the public. Booking has been going on briskly, so that a very full house should greet our amateurs when they "face the audience" to-night.

At the annual general meeting of the shareholders of the Shanghai Gas Company, Ltd., to be held on the 28th instant, the directors will recommend the following appropriation for final dividend and bonus for the year 1906:—Final dividend on 16,000 old shares at seven per cent (making fourteen per cent for the year) £3.50 per share; Dividend on 7,954 new shares (two months at 7 per cent annum) 15.15 per share; Bonus for one year on 16,000 old shares at 15.15 per share; Bonus for two months on 7,954 new shares at 15.15 per share.

An important French steamship company—the Chargeurs Réunis—has just held its annual meeting, and the shareholders have learned that, with the addition of new steamers to its fleet, the enterprise has been able to do something better. Pleasant proof of the fact was found in a dividend of 251 per 1000 share, 56 more than was paid in the preceding year. Still, it was claimed that the company would have done still better, but for the severity of foreign competition. It was mentioned that the new French bounty law had been so designed as to enable French shipbuilders to compete successfully with their English rivals, but it was stated that the position of the French industry had really turned out to be inferior to that which it occupied under the former law. The Chargeurs Réunis at all events is building two boats in England and two at St. Nazaire.

CHUNG Sing, a fitter, in the employ of the Electric Light Company, will have to produce sufficient evidence next week in order to convince Mr. Hazeldene, and to fortify his statement, that he could not understand what was wanted of him when he was given an order to do certain work on Wednesday last and which the fitter failed to carry out. Mr. J. J. Stubblings, the manager of the works, was the complainant. The charge against the accused was disobeying lawful orders. The prosecution proved their case. Accused said that he always received his orders from the foreman, who was now in Canton, and did not know what complainant wanted on this occasion. His Worship adjourned the case until the return of the foreman which will be sometime next week. Bail was allowed in the sum of \$25.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the 3rd Batt. "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 16th inst.:

Overture "Barber of Seville".....Rossini
Valse....."Toujours ou Jamais".....Waldteufel
Suite de Pelléas....."Capella".....Debussy
1.—Favard-Marche de la Cloche.....Debussy
2.—Valse des Heures.....Debussy
3.—Mouvement des Automates.....Debussy
4.—L'Hymne.....Debussy
5.—Introduction and Valse de la Roupe.....Debussy
6.—Morceau des Guerriers.....Debussy
Song....."By the Fountain".....Adams
Divertissement for
Bb. Clarinet....."Les Alouettes".....Le Thiere
Gavotte....."Eunice".....Perdue
Sélection....."Veronique".....Messager
An Oriental Scene....."A Dervish Chorus".....Sebek
Regimental Marches
God Save the King
God Save the King

CONCERNING the staff of H.R.H. the Duke of Connaught a home paper has this:—The Duke of Connaught, in his forthcoming Eastern tour, will take with him besides his A.D.C., Mr. Myles Ponsonby, an old comrade of his at Tel-el-Kebir, Major-General Sir John Maxwell, K.C.B., Sir John was a subaltern in the First Battalion of the Black Watch then, and was taking, as was the Duke, his first turn of war-service. He was to see plenty more, as A.D.C. to Grenfell at Ginja, where he got his D.S.O.; at Doogola, where he got his brevet lieutenant-colonelcy; and at Omdurman, where he commanded the Second Egyptian Brigade. Then came South Africa, where he had the Fourteenth Brigade, and finished up as Military Governor of Pretoria. The Duke's A.D.C., Mr. Myles Ponsonby, is the second son of that sometimes busy City man, Lord Duncannon, who is now eighth Earl of Bessborough, and who married the youngest of the present Lord Wimborne's five sisters. Mr. Ponsonby, who is a lieutenant in the Grenadier Guards, has already had an experience as A.D.C., with Sir H. A. Blake in Ceylon. The Duke and both his officers may be considered fairly supple.

CHINESE NEW YEAR.

Another Chinese New Year has come and gone, and the general consensus of opinion is that the celebrations passed off more quietly, and almost with indifference, than in any remembered year. True, Young China eagerly awaited the hour officially appointed on Tuesday evening when they might, with impunity, and immunity from police—or any other—interference, commence the fire-cracker fusillades which their heart loveth, and on the minute the firing began, all over the Colony, the racket being such as almost to give the timid new arrival and stranger within our gates the idea that the city was under bombardment by an unknown enemy. Thus was ushered in Chinese New Year, and in two hours' time the streets had all the appearance of a plague of locusts having passed over the Colony, the foot-paths being everywhere in evidence in great piles, which those residing in the shops and houses in front of which they were piled refused to allow to be swept up until after the Chinese New Year, which had become a sort of day-word—an era from which all things were to date.

In the evening the usual Bazaar was opened along Bonham Strand and Jervois Street, but while the usual crowds, drawn from all communities in the Colony, flocked to the scene, both before and after dinner, they were somewhat disappointed with the displays in the stalls, which could in no way compare with those of past years, nor were the stalls themselves as numerous.

Among those visiting the Bazaar at night were His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., accompanied by Captain Coleman, A.D.C., who strolled through the Bazaar inspecting everything and making many purchases. And here, once again, was exhibited the kindly spirit of His Excellency towards the little ones. At one of the stalls His Excellency suddenly observed by his side two bashful little Chinese maidens, who were looking at some Japanese mechanical-boys, with wistful longing eyes, but the price of them was far and away above anything they dared ever dream of possessing. Noticing their wistful looks, as they continued to gaze at the coveted treasures, His Excellency, without a word, purchased the two boys, and to the delighted amazement of the two little maids, presented one to each. Then, indeed, they went on their way rejoicing, while the look on their faces was His Excellency's reward. Business did not appear to be very brisk, and the familiar figure of paterfamilias, laden down with packages of all sorts of queer shapes and size, quite one of the features of the Bazaars in former years, was conspicuous by its absence. Late in the evening many residents from the Peak paid a flying visit to the scene, but apparently finding nothing attractive, did not stop long. But the night was not to pass without its amusing incidents—amusing, that is, to the onlookers, but the reverse to the unfortunate victims. Near a sweet stall below the fire station was a huge tub of what looked like batna, in readiness for making more cakes, which were selling as fast as the vendor could cook them. At the side were standing two or three gaily-dressed Chinese girls, waiting their turn to purchase some of the good things, with their money held ready in their hands. Suddenly there was a splash, and a shout, and a general drawing-back of the crowd, for into that tub of flour and eggs had been pushed—whether by accident or design nobody but the culprit, if there was one, knew—one of the little girls, pink silk jacket, heliotrope silk trousers and all! The crowd, of course, laughed and jeered, but it was no laughing matter for the youngster, whose New Year was completely spoiled.

Another ludicrous incident was witnessed near the calendar stall when a very small boy running away from a bigger one in pursuit tripped and fell, his head in some unaccountable manner pitching between the legs of a stool, on which a buxom old dame was taking her ease, while waiting for more victims. The jar nearly unseated her, and seeing the cause of the mild earthquake, she seized the imp, put him across her knee, and administered to him a sound smacking on that part of the anatomy which is used to support the body when resting.

At midnight the stalls were closed until the next day, and very soon the place was in darkness, save for the street lamps. Yesterday the Bazaar and the general festivities connected with the season came to an end with the general exchange of social visits in the day-time, and theatrical performances at night. During the two days, the s.s. *Tai On*, now lying at Wanchai for some structural repairs, and many Chinese-owned craft in the harbour hung out their bunting in honour of the day and of the season. To-day all was as usual; shops and homes, which had been hermetically sealed during the past two days, threw wide their doors, in preparation to enter upon another year's business of trade and drudgery.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 15th at 12.10 p.m. The barometer has risen in S. China and the Philippines, and fallen in N. China.

The high pressure area remains over Central China, and gradients continue moderate to rather steep.

Strong monsoon may be expected in the Formosa Channel and the China Sea.

FORECAST.

- 1.—Hongkong and neighbourhood, N.E. to E. winds, strong; fair.
- 2.—Formosa Channel, N.E. winds, strong.
- 3.—South coast of China between Hongkong and Lamook, same as No. 1.
- 4.—South coast of China between Hongkong and Taiwan, same as No. 1.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE

INTERPORT RUGBY.

SHANGHAI v. TIENTSIN.

SUBSTANTIAL WIN FOR HOME TEAM.

[From Our Own Correspondent.]

Shanghai, 15th February, 11.50 a.m.

In the interport Rugby match, which was played between Shanghai and Tientsin yesterday, the former was the winner, securing one goal and three tries.

Tientsin did not score in either half.

Both teams dined afterwards at the Shanghai Club.

ALLEGED ABSCONDER.

CHINESE COMPRADORE DISAPPEARS.

LARGE SUM OF MONEY MISSING.

[From Our Own Correspondent.]

Shanghai, 16th February, 11.50 p.m.

It is alleged that the second compradore of the Russian bank has absconded with a large sum of money in his possession.

THE SUGAR INDUSTRY.

THE QUESTION OF TAX RE-IMBURSEMENT.

The question of the Sugar-tax re-imbursement is of primary importance to those engaged in the sugar business. A vernacular contemporary observes that the legislation has in view the protection of Japan's sugar industry. Judging from the present market of sugar in Japan, if the rate is lowered by 50 or 70 sen, it may induce foreign refined sugar to flow into this country, so that the discontinuation of the legislation, or the reduction of the rate of the re-imbursement must inflict a heavy blow upon the Japanese sugar-refining industry, and only gives a chance for foreign refined sugar to come in again. The question is, therefore, whether the rate of ¥2.50 be maintained or reduced. If reduced to ¥1.50, Japanese sugar must be sold at 75 sen higher than at present, as that sum will be lost by the reduction of the re-imbursement. It is a disadvantage to the country to discourage the Japanese industry, and allow foreign refined sugar to again get a footing. When the Customs tariff was amended last year, the duty on crude sugar was raised by 72.3 sen per picul. This was for the purpose of encouraging the production of crude sugar in Oshima, Luchu and Formosa, and the reduction of the re-imbursement by 75 sen is inconsistent with the policy adopted last year. At present crude sugar is chiefly imported from Java, which is but little affected by the market in Japan. In consequence the discontinuation or reduction of the re-imbursement of the tax will only embarrass the Japanese refining industry. It is necessary that the re-imbursement of the tax should be continued until the Formosa sugar production has developed to such an extent that no further supply of raw material need be looked for from foreign lands, continues the Japanese paper. Some believe that the discontinuation of the re-imbursement may lead to a Government monopoly of the sugar business, which might then be substituted for the salt monopoly, which is generally condemned by the nation. The annual production of sugar by the two sugar-refining companies in Japan amounts to 2,500,000 bags, and if the market, which is ruling at ¥16 to ¥17 per bag, is raised by ¥5, a revenue of ¥12,500,000 can be obtained. When the profit netted by the two companies is added, the total revenue will be ¥1,000,000. But the sugar monopoly, admits our contemporary, will not less embarrass the poorer classes than the salt monopoly, and the monopoly system is not to be recommended. —*Yip in Chronicle*.

SHIPPING AND MAIL.

MAKES DIV.

Indian (*Arratoon Apar*) 18th inst.

Indian (*Kutang*) 27th inst.

The Boston S. S. Co.'s s.s. *Tremont* arrived at Manila this morning.

The P. M. S. S. Co.'s s.s. *Siberia* arrived at San Francisco on 10th inst.

The s.s. *Ghaesi* from China and Japan ports arrived at Boston on 9th inst.

The P. & A. S. S. Co.'s s.s. *Avagoria* sailed from Astoria for this port on 9th inst.

The M. M. Co.'s s.s. *Tonkin*, with the next French mail, left Saigon to-day, at 4 p.m., for this port.

The C. P. R. Co.'s s.s. *Tartar* left Hongkong at 10 a.m., for Hongkong via the usual Port of Call.

The s.s. *Albion* from New York left Singapore for this port on 13th inst., and may be expected here on 19th inst.

The Apex Co.'s s.s. *Arratoon Apar* from Calcutta left Singapore on 13th inst., and may be expected here on 18th inst.

The N. Y. K. s.s. *Tonkin Maru*, Bombay Line, left Kuchinotsu for this port on 13th inst., and is expected here on 17th inst.

The I. C. S. N. Co.'s s.s. *Kutang* left Calcutta for this port via the Straits on 11th inst., and may be expected here on 27th inst.

The T. K. K. s.s. *Hongkong Maru* will sail from Yokohama to-day, and will therefore be due to arrive at this port via Manila on 24th inst.

TELEGRAMS.

[Reuter's.]

Antarctic Research.

LONDON, 12th February.

A British Antarctic expedition will start in October, commanded by Capt. Shackleton of the *Discovery*.

The expedition will take automobiles, Siberian ponies and dogs.

Funeral of the Late Viscount Goschen.

The funeral of the late Viscount Goschen at Hawkhurst was of a most impressive nature.

Loss of a Messageries Steamer.

The Messageries S.S. *Laos Kiciladen* from Indo-China has been totally wrecked near Saint Nazaire.

The crew was saved.

Jamaica.

The Legislative Council has been opened. The Governor in his speech said that the damage caused by the earthquake would exhaust the estimated surplus of revenue, and that he had asked Lord Elgin to sanction a new Government loan of £55,000.

The Government's Irish Policy.

Sir Henry Campbell-Bannerman explains that his Irish policy does not mean an independent parliament in Dublin; but it will not affect the solidarity of the Empire if the Irish have what every self-governing colony possessed, that is, power to manage their own affairs.

The Opening of Parliament.

The King and Queen opened Parliament with the fullest state.

The King, in his speech, said foreign relations remain friendly. He commends the courage and devotion of Sir James Swettenham and his officers, and thanks the Americans for their assistance after the earthquake.

The Ministers have, under serious consideration, serious questions arising from the unfortunate differences between the Houses of Lords and Commons.

The United States.

At the instance of President Roosevelt, the Federal District Attorney has notified the New York newspapers of his intention to prosecute, criminally, violation of the Federal laws against the circulation of obscene matter in reporting the Thaw case.

CRICKET.

LEAGUE TABLE.

The following is the League Table up to date:—

Club.	Matches.	Played.	Won.	Lost.	Drawn.	Points.
Craigengower	13	8	3	2	2	26
Hongkong Police	12	7	4	1	2	22
Civil Service	10	5	2	3	1	18
H.K.C.C. "A"	11	5	5	1	1	16
Kowloon	7	4	0	3	1	15
R. G. A.	7	2	3	2	2	8
Army Staff	11	2	7	2	2	8
Royal Engineers	11	0	9	2	2	2

3 points = win.
1 point = a draw.

CRAIGENGOWER V. TELEGRAPHS.

The Craigengower Cricket Club will meet a team from the Eastern Extension Telegraph Co. on Saturday at 2.15 p.m. on the ground of the former.

The C. C. C. team will be:—E. E. Lammert, (Capt.), R. Bana, A. O. Brown, J. D. Kinnaird, R. Pestonjee, L. A. Rose, G. Evans, E. Irving, S. E. Green, C. H. Lyson, and H. Rapp. Reserve: J. Pestonjee.

11TH INFANTRY V. CIVIL SERVICE.

A friendly match has been arranged between the above teams to take place on the Civil Service Ground to-morrow. Play to start at 2.15 p.m. The following team has been selected to represent the Civil Service:—H. T. Jackman (Capt.), Hon. Dr. J. M. Atkinson, R. A. B. Ponsonby, H. R. Phelps, F. A. Bidem, A. R. T. Raven, L. Bolton, L. D. Brett, A. G. Fife, P. R. Adams, and E. W. Dawson. Reserve: H. Coombs.

THE HONGKONG FOOTBALL CHALLENGE SHIELD.

The only tie down for decision to-morrow is the "F" Company v. Hongkong Club on the Club ground. Kick-off at 3.30 prompt, and Lt. Forbes is referee.

The tie between R.E. v. "King Alfred," which was also fixed for to-morrow, is postponed.

G. C. ST. CLAIR ARRESTED.

A New York despatch of 11th ult. says:—Just after he received a knock-out blow in a boxing bout here, last night, Charles Sinclair was arrested by the police at the instance of the Federal authorities on a charge of being a deserter from Company M. Thirtieth Infantry, United States Army. The regiment is now stationed at Ft. Cook, Neb., but was in the Philippines when Sinclair is alleged to have deserted in 1902.

The police learned that the alleged deserter was billed for a go with Tom Garry, a local heavyweight, and detectives appeared at the arena during the second round. While the officers were deliberating as to which of the pugilists was the man wanted, Garry gave Sinclair an uppercut that put him out. When Sinclair opened his eyes he was under arrest.

INHUMAN GRANDAM.

BEATS GRANDCHILD'S CORPSE.

Man's inhumanity to man is a theme around which many a threnody has been woven, but who, with the utmost stretch of imagination, could have conceived the actual existence of woman's inhumanity to childhood, right here in our midst, such as was brought to light as the result of a case which came before Mr. F. A. Hazeland, presiding at the Magistracy, this morning. The charge, which resulted in the revolting revelation, was one of dumping the body of a Chinese female child, aged 12 years, at the junction of High Street and Western Street, West Point, the accused persons being a Chinese widow and a coolie. The details are somewhat sordid. It appears that the girl's father "took a trip abroad" several years ago, leaving his wife and child in the care of his wife's mother, the woman now charged. Some time having elapsed, and there being no signs of the return of the husband, the wife took unto herself another "good man" and with him eloped, leaving the child with her grandmother. The latter took care of and brought up the little one until she reached the age of twelve years. A few days ago, however, the child was taken ill, and after a brief illness, she died. Then the wrath of the grandmother became uncontrollable—she had had all the responsibility and expense of bringing up the child, and now when she was arriving at an age when she might be of some use to her grandmother, and so make some return for all the care and trouble bestowed upon her, she must needs go and die! It was too bad; it was too wicked of the child. Then, letting the wick of her feelings have full sway, she seized a frying pan, and with it beat the poor dead child over the face and head, until her fury was at last spent, and the pan fell from her nerveless hands. Having thus vented the full force of her fury the old dame called a coolie, and between them they carried the little body to the locality mentioned, and there quietly dumped it, to be found and removed by whosoever might make the discovery and encompass the removal, without further trouble to the old dame herself. But she was not to have things quite all her own way, for all unknown to her, from the shadows of the nearby lane, an Indian constable was watching the proceedings. But the constable watched and took in the situation at a glance, and when the dumping had been actually accomplished, and not till then, he stepped forth and arrested the pair of ghouls. They were this morning placed before Mr. F. A. Hazeland, at the Magistracy, and charged, at the instance of Inspector Collett, with dumping a dead body, having removed the same without a permit. The charges were proved against the pair and they were sentenced to pay a fine of \$15 each, with the usual alternative. The cause of the death of the child was certified to be malaria.

A FICTION FIGHT.

HIGH STREET V. THIRD STREET.

By way of celebrating the close of the Chinese New Year festivities, the residents of High Street declared war upon those of Third Street, and preparations were made for a bellicose time. There were no financial difficulties to be encountered, no war loans to be raised; each party was ready and prepared "to take the field" and did so. They were both amply supplied with munitions of war, and decided that the contest should take the form of a "battle of bombs." It did. For a while yesterday nothing could be heard in the vicinity of the battlefield but the bursting of the bombs, and the ear-splitting cat-calls of derision on the part of either side as the opponent's bombs fell harmless and futile. But in the middle a neutral party got hurt, and that party, one Li Kun, resented it. Seeking revenge he caught up a brick lying conveniently to his hand, and flung it at the man whose bomb had hurt him—or his feelings—and, of course, he hit the wrong man, and straight in the eye at that! Then there were hot times for some ten minutes, until District Watchman No. 6 came up and seized Li, and was marching him to the Central Police Station, when two of Li's pals, loyal friends and true, jumped on the District Watchman, who would have got very much the worse for his zeal in endeavouring to secure the maintenance of peace, had it not been for P. C. Pinder who came up, and with any ado, seized and arrested Li and his two supporters, and marched them off to the Central Police Station, there to await the award of the presiding Magistrate, Mr. F. A. Hazeland, when he took his seat on the Bench this morning. Li Kun, the brick-thrower, was charged with disorderly behaviour, and was fined \$3, his chums being charged with resisting the police in the execution of their duty, and fined \$5 each. Among the crowd also was arrested a *lunkong* from the Central Station, and he was sent before the Captain Superintendent of Police, to be dealt with departmentally.

In consequence of all this disturbance Inspector Collett sent out twelve men in plain clothes with instructions to arrest all and sundry whom they caught throwing bombs. As a result seven men were arrested, having been caught in the very act of continuing the dangerous practice. They were also placed before Mr. F. A. Hazeland, charged with disorderly conduct, at nine o'clock last night, and were fined \$3 each. Several Chinese gentlemen complained that they had their long silk coats burned by these bombs—but with a seasonable magnanimity, they did not ask for compensation.

A serious fire broke out on the 9th inst. at Kofu (Tokaido). The fire originated in a licensed quarter of the city, but fanned by a strong north-west wind spread rapidly. Two hundred and fifty houses were consumed in addition to sixty licensed premises. Fifty of the inmates of the latter are missing.

NEW YEAR PILFERINGS.

CRIMINALS ON A HOLIDAY.

There was an unusually small number of cases to be disposed of at the Police Court this morning, considering that no business has been done for the last two days—Chinese New Year holidays. It is, however, pleasing to learn that but for a few pick-pockets nothing of a serious nature has transpired during the holidays, according to the police records. If this is any criterion it would appear to the ordinary man that the Chinese New Year has brought with it a wave of peace, but a police officer who knows Hongkong and its criminals thinks otherwise. "The people are enjoying themselves too much now to think of committing crime as yet," he stated. The more serious offences, which consisted of pocket cutting, committed during the two days under review, came directly under the notice of the police in the Central district. The first case to be reported occurred in Hollywood Road shortly before two o'clock on Wednesday morning, when 'ui Sam Un, a "boy" employed in the Hongkong Hotel, had his coat pocket cut and a purse containing a little over \$5 stolen. The next person to be victimized was a cook, employed at the Central Police Station. He went out for a stroll yesterday afternoon and drifted into a crowd that was gazing at a dragon ceremony which was being enacted in Cochrane Street. He became so interested in the performance that he did not notice that his pocket was being carved. The thief, who, apparently, was a new hand at the game, allowed the cook's purse, which contained the large sum of forty cents, to fall, and that brought the cook to his bearings. In each case an arrest was made and conviction followed at the Magistracy this morning. At West Point only one case of robbery is on the books. That was where a flat at No. 145, Third Street, occupied by a table "boy," was entered on the night of the 12th instant, and a long silk coat, which it was alleged, he borrowed for the holidays was stolen. The thief was caught and the long coat recovered, but that did not lessen the "boy's" worries as it is the police held on to the long coat to use as evidence against the prisoner, and the poor "boy" was compelled to go about long-coatless during the holidays!

WUCHOW NOIES.

WRECK OF STRAM-LAUNCH "HONG-NING." Wuchow, 11th February. News is to hand of the wreck of the steam launch *Hong-ning*, a small stern-wheeler, running a passenger trade between here and Nanning. The Captain of the *Kim Hui*, another small passenger launch, reports that the *Hong-ning* struck a rock between here and Kuan How. The passengers all made a rush on deck, but owing to all of them rushing to one side the launch simply turned turtle and went down. Latest reports to hand state that 6 or 100 lives have been lost. Some 30 bodies have been washed ashore on the beach near Kuan How, whilst others were carried away by the tide and have not yet been recovered. The *Hong-ning* left Wuchow for Nanning about five days ago, with about 140 lives on board. About 20 have survived the disaster and give harrowing accounts of the scene. Those who survived describe the foundering of the vessel as being very sudden, and that they managed to swim to the banks, with the help of some of the wooden wreckage. The passengers were of the peasant class, and were returning to their homes for the Chinese New Year holidays. This sad news has cast a gloom over the natives here, who consider it as a very bad omen, in view of the close proximity of the new year. The *Hong-ning* had no boats or other life-saving apparatus on board, and was simply overcrowded. One of the crew states that the loss of life would not have been so great if the passengers had not lost their heads and rushed to one side of the ship causing her to heel over.

PIRACY RUMOUR.

Our small foreign community was rather startled yesterday with the report that the customs staff who left Wuchow for Nanning, a fortnight ago, were pitched between Kuan Hui and Kwei Yuen. As no official news has been received by the Customs the foreigners are treating it as a mere rumour, but the Chinese seem to believe and credit the report. It is hard to trace the origin of this rumour, and in the meanwhile great anxiety is shown by the friends of those who went to Nanning. The party consists of Mr. M. Nebrun, assistant examiner, Mr. Schreck who is a native clerk in the Indoor Staff and family, and also 3 other native employees, with their families. The above party left together in three houseboats or junks on the 27th of January, and no news has been received from them since they left. It is to be hoped that the above is only a rumour, as the seriousness of it, if true, can be imagined. The party went up under the escort of an armed body of soldiers, as pirates in the Kuan Hui district have lately been very active and energetic. Telegrams have been sent to Kwei Yuen, the nearest Telegraph Station, for particulars verifying how much truth there is in this rumour.

"FOR WAYS THAT ARE DARK."

Chinese merchants are having some unusual experiences since the opening of Nanning. The following two instances are quoted. A number of merchants hired a junk and loaded her with miscellaneous foreign import goods for Nanning. The junk was duly despatched but on failing to arrive in Nanning, inquiries were sent and the merchants then found to their sorrow that the junk master had died enroute, the crew disposed of the cargo to all and sundry buyers at any odd figure, and with the proceeds quitted and fitted to their own happy homes there to celebrate the Chinese new year in a manner dignified and becoming. The junk (an old one) was left to its own devices at a small village. The poor merchants are now wondering what their next move will be. Another merchant despatched a lot of kerosene oil to Kwei Yuen. On arrival there he handed over to the consignee half the original quantity shipped. Inquiries as to what had become of the missing half of the cargo elicited the bland reply that "it was sold to buy rice, which had run short." The Kwei Yuen magistracy is now investigating the case, and his decision is eagerly looked forward to by the owner of the kerosene.

THE ASHIO COPPER MINE.

SERIOUS DISTURBANCES AMONG THE MINERS.

The *Japan Chronicle* of 6th inst. reports:—A serious disturbance has broken out among the workers at the Ashio copper mine. According to a message from Utsunomiya, the men recently demanded an increase of wages. Finding that their demand was not responded to, about 500 men in the No. 1 pit, and about 400 others who were sent into the No. 2 pit on Monday morning, gathered together early that morning and cut down the telegraph line to prevent communication with the outside. They then extinguished all the lights in the pits, blew up all the watch houses by means of dynamite, and started a general riot. Over 400 men assembled outside, warmly encouraging their comrades in the pits. Police officials from the Ashio police station hurried to the mine, and did their utmost to restore order, but without success as they were entirely outnumbered by the mob. A later message states that the disturbance was premeditated, having been carefully planned on the 1st instant. Shortly after 9 o'clock on the morning of the 4th some one threw some stones on to the roof of the watch house about 100 feet below the mouth of the pit. The watchman attached no importance to this at first, believing it to be a practical joke. This, however, was the signal for the outbreak. In an instant a bomb was thrown into the watch house, which was blown to atoms. Five other watch houses met with a similar fate in quick succession. Then the rioters turned water into the pits with the object of preventing fire from breaking out and thus saving the malcontents. The main body of strikers fought with any who hesitated to join them, and their number increased to over 1,000. Serious as the disturbance is, there has, fortunately, been no loss of life, but a few are severely injured. In the afternoon no miners were seen in the pits. It appears that they made their way to the Oniki working, where further disturbances were anticipated. Police officials were investigating the damage done in the pits, which is estimated at thousands of yen. A report was circulated that the strikers intended to burn down the quarters of officials of the mine and also the Tsudo office during Monday night. The Ashio police are on strict guard, their strength being augmented by a large force of the Nikko police, and every precaution is being taken against further disturbance.

Further details are to hand of the disturbance at the Ashio Copper Mine. We now learn that the strike was not general among the miners, and was nothing more than a demonstration of a number of men, who have formed an association called the Shisei-kai. The rioters created considerable disturbance in the pits, destroying the watch-houses and cutting the electric wires, as reported yesterday, but no serious disorder occurred outside the premises, nor have the men attempted to make any attack on the officials. The principal cause of the disturbance is the men's demand of an increase of wages by 60 per cent. This increased wages movement has been inflamed by speeches of Minami Shigematsu and other leaders of the Labourers' Association at a public meeting held recently. Mr. Minami, President of the mine company, has been in Tokyo since the latter part of last month, and it is not yet known whether the demand of the strikers will or will not be granted, and the outbreak was therefore a little premature. Everything was quiet on Monday night, but work in the mine has been suspended. Neither police officials nor mine officials are allowed to venture down the pits. The leaders of the Shisei-kai are still exerting themselves to stir up the agitation, and the present situation will doubtless change one way or the other according to the nature of the reply of Mr. Minami to the strikers' demand. On Tuesday morning about 100 men attacked and destroyed the office at the entrance to the Shisei pit. The mob was dispersed by the police. About 300 men assembled at Motoyama, and endeavored to prevent the running of the electric cars, and showing signs of making further disturbance.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2/2 1/2
Do. demand	2/2 13/10
Do. 4 months' sight	2/3 1/2
France—Bank T.T.	2/2 1/2
America—Bank T.T.	54 1/2
Germany—Bank T.T.	2/2 1/2
India T.T.	16 1/2
Do. demand	16 1/2
Shanghai—Bank T.T.	73
Singapore T.T.	54 1/2
Japan—Bank T.T.	109 1/2
Java—Bank T.T.	134 1/2
Buying.	
4 months' sight L/C.	2/3 5/16
6 months' sight L/C.	2/3 1/2
30 days' sight San Francisco & New York	55
4 months' sight do.	55 1/2
30 days' sight Sydney and Melbourne	2/3 9/16
4 months' sight France	2/2 1/2
6 months' sight do.	2/2 1/2
4 months' sight Germany	2/2 1/2
Bar Silver	31 1/2
Bank of England rate	5 1/2
Sovereign	88 1/2

It is now well-known, remarks a Japanese vernacular contemporary, that the skins of toads are largely used for manufacturing purses and cigar-cases, and the export of the skins is steadily increasing. According to our contemporary, a man named Kunizawa-machi, Kochi Prefecture, is now busily engaged in obtaining skins under contract with a certain large firm (whether foreign or Japanese is not stated) in Kobe. About 15 other men are also engaged in the business. The toad can be easily caught in the breeding season, when the catch per man is about 200, valued at ¥1.6 (at the rate of 8 1/2 cts each).

To-day's Advertisements.

HONGKONG HOTEL.

MENU.

SATURDAY, FEBRUARY 16th, 1907.

DINNER.

HORS D'OEUVRES.

Caviare and Olive Croquettes.

SOUP.

Clear Windsor.

FISH.

Fried Sole and Butter Sauce.

ENTREES.

Pigeon Farci a la Prussienne.

Veal Cutlets and Tomatoes.

Chicken Liver and Ham Patties.

CURRY.

Dry.

JOINTS, &c.

Roast Australian Lamb and Mint Sauce.

Roast Turkey and Cranberry Sauce.

Boiled Corned Leg of Pork and Pease Pudding.

Cold Wild Duck and Mixed Salad.

SWEETS.

Bread and Butter Pudding.

Mandarin Pudding.

Tipty Cake.

Cheese Biscuits.

DESSERT.

Coffee.

Fruits.

[227]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR."

Captain A. Stewart, will be despatched for the above Ports, on FRIDAY, the 22nd instant, at Daylight.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly qualified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 15th February, 1907. [228]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain S. H. Nelson, will be despatched for the above Ports, on FRIDAY, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 15th February, 1907. [229]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "LOTHIAN,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargoes hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED, Agents.

Hongkong, 14th February, 1907. [230]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 9.30 A.M.

All Claims must reach us before the 25th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 15th February, 1907. [231]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG," 1,738 Tons. W. WALKER

Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 14th January, 1907. [232]

Intimations.

THE ROBINSON PIANO CO., LD.

TALKING MACHINES

AND

RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC.

Comic Opera Scores.

and Dance Music.

RECEIVED BY EVERY MAIL.

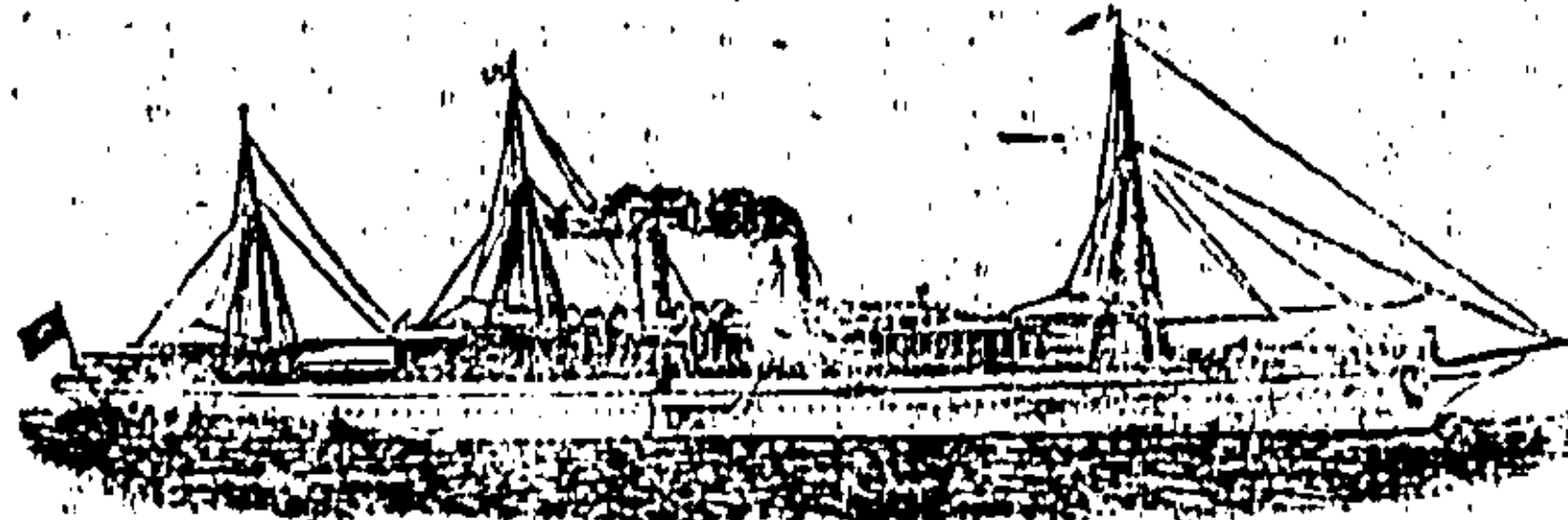
Hongkong, 29th November, 1906. [233]

LIQUEURS.

	Per Bottle.	Per 1/2 Bottle.
Absinthe	\$1.75	—
Anisette	2.50	\$1.50
Apicot Brandy	3.75	—
Benedictine D.O.M.	3.00	1.75
Blackberry Brandy, French	2.50	1.60
Do. Do. American	1.20	0.80
Chartreuse, Yellow	4.25	2.25
Do. Green	5.25	3.25
Coffee and Cream (Austrian)	2.50	1.50
Cherry Brandy (Heering's)	2.00	1.50
Do. Whisky (Fremy Fil's)	2.75	1.50
Cocktails, Manhattan, Martini, Gin, &c.	—	1.00
Creme D'abricots	2.50	—
Do. de Cacao	2.50	—
Do. de Framboises	2.50	—
Do. de Menthe	2.50	1.40
Do. de Moka	2.50	—
Do. de Noyaux	2.50	—
Do. de Prunelle	2.50	—
Do. de Vanille	2.50	—
Do. de Violettes	2.50	—
Curaçao, Red and White	2.50	—
Kummel (Gülkr)	1.50	—
Lime Juice	1.20	—
Maraschino	2.50	1.50
Mandarin (Very Choice)	—	2.50
Craze Gin	1.20	—
Peach Brandy	4.00	—
Peppermint (Get Frere)	2.25	1.40
Do. Extra Sype, fine (E. Cusevier)	3.25	2.00
Sloe Gin (Pedar Brand)	2.00	—
Syrups de Lemon, de Cerises, de Gomme Crepillon, &c.	1.25	—
Byrrh, Antiseptic Tonic Wine	1.10	—
Orange Quinine Wine (Giab- bie's)	1.50	—
Cherries in Maraschino, "Vic- tor" Brand	2.75	1.00

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPERESS OF INDIA" 6,000	THURSDAY, February 14th..... March 4th
"ATHENIAN" 3,882	WEDNESDAY, February 20th..... March 16th
"MONTEAGLE" 6,163	WEDNESDAY, February 27th..... March 23rd
"EMPERESS OF JAPAN" 4,000	THURSDAY, March 14th..... April 1st
"TARTAR" 4,125	WEDNESDAY, March 27th..... April 20th
"EMPERESS OF CHINA" 6,000	THURSDAY, April 11th..... April 29th

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers.....£40. " " £42.
R.M.S. "MONTEAGLE" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and ALL ROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Hongkong, 11th January, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"YUENSANG"	SATURDAY, 16th Feb., 4 P.M.
SHANGHAI	"KWONGSANG"	WEDNES., 20th Feb., daylight
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	MONDAY, 18th Feb., 3 P.M.
TIENSIN	"CHEONGSHING"	SATURDAY, 23rd Feb., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th February, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
MANILA	"TEAN"	19th February, 4 p.m.
SHANGHAI	"KIUKIANG"	19th "
CEBU AND ILOILO	"SUNGKIANG"	26th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	8th March, "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. * The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers at through-Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 15th February, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 16th Feb., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 23rd Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 11th February, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "LOWTHER CASTLE"..... The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 17th January, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHENANIA," "HAMBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
HAMBURG 3rd March.	SAXONIA 21st February.
RHENANIA 1st April.	SCANDIA 16th March.
HOHENSTAUFEN 30th April.	SLAVONIA 20th March.
SILESIA 31st May.	BRASILIA 24th March.
SCANDIA 30th June.	HAMBURG 5th April.
	BELGRAVIA 19th April.

Hongkong, 9th February, 1907.

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN."

Captain Charbonnel, will be despatched as above, on or about MONDAY, the 18th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 12th February, 1907.

ORIENTAL PACIFIC LINE.

MONTHLY SERVICE FROM

HONGKONG TO SAN FRANCISCO,

VIA KOBE AND YOKOHAMA.

THE Steamship

"DAKOTAH".....About 25th February.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 21st January, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above, on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th January, 1907.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK.

S.S. "MUNCASTER CASTLE" 12th March.

S.S. "LOWTHER CASTLE" 21st March.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 29th January, 1907.

For Sale.

—NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1905.

To Let.

TO LET.

NO. 6, PEDDAR'S HILL, comprising of 5 Rooms with Out-houses, occupation from 1st proximo.

GROUND FLOOR of No. 4, DES VUEX ROAD including a Strong Room and Servant Quarter.

ROOF on Second Floor of Victoria Building, No. 5, QUEEN'S ROAD CENTRAL.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 4th February, 1907.

TO LET.

NOS. 4 and 16, LEIGHTON HILL ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD., No. 8, Queen's Road West.

Hongkong, 22nd January, 1907.

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

A HOUSE in RIFON TERRACE.

GODOWNS ON PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 15th February, 1907.

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vieux Road Central, formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—

HO TUNG, Comptroller Department, Jardine, Matheson & Co.

Hongkong, 26th September, 1906.

TO LET.

THE Premises known as No. 199, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co's Engineering Works. Possession, 1st February, 1907.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th January, 1907.

TO LET.

FOUR-ROOMED HOUSES at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 2nd January, 1907.

TO LET.

NO. 1, WEST END TERRACE, Shamshien, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th December, 1906.

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superiorress will also be most grateful for any PAIERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1894.

Intimation.



TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial purely and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDBECK MACGREGOR & Co., Hongkong.

A MYTH OF THE ARCTIC.

It was proved by Peary, in his long journey westward along the coast of Greenland last spring, that the Paleocretaceous Sea does not exist. It was thirty years ago that the world first heard of it. When Nares sailed up through the Smith Sound channels to the Arctic Ocean he saw, instead of the open sea that Kane had reported, an ocean blanketed with floe ice deeply covered with snow. Rising here and there, above the general level were huge masses of ice, not at all like the Greenland icebergs with sharp points and irregular domes, but presenting vertical walls and flat upper surfaces like the enormous cubic blocks of ice that are seen in Antarctic waters.

Nares therefore changed the name of this part of the Arctic Ocean from the Open Sea to the Paleocretaceous Sea, or in other words, the sea of ancient ice. It was found later that while the pale ice rarely exceeds seven or eight feet in thickness, many of these erratic blocks were from ninety to nine hundred feet thick.

Greely also discovered that these masses were not composed of frozen sea water but that they originated on the land. The theory was advanced that they were formed on comparatively level plains and were pushed forward into the sea and set adrift as ice rafts. For many years there was much speculation as to their place of origin and the distribution over this part of the Arctic Ocean.

Peary has now shown that the place of origin of these prodigious, flat-topped masses of ice is not far to seek. As he went westward on his journey to complete the survey of the Grant Land coast he discovered that to the west of Cape Hecla all the shore are covered with a continuous glacial mass having a width of from one to fifteen miles. This extensive ice formation has no enormous elevation, but every headland is buried under it and all the bays are filled with it; and from its outer edge in summer huge fields of the ice break off, forming the so-called paleocretaceous floes. As the current is to the east they are floated away to the Lincoln Sea, where Nares and Greely saw such numbers of them.

Peary's discovery increases the probability that, as has been conjectured, the higher masses of this glacial ice are formed by enormous ice pressure which crushes some of the blocks together and forces others under the mass. At any rate they are not of ancient origin, and the name Paleocretaceous Sea is a misnomer.

NEW YORK'S NEW OPERA HOUSE.

"Elevators to the left and right lead to the foyer and boxes, and two staircases at the extreme ends lead to the second and third balconies of the Manhattan Opera-house. The main auditorium rises from its structural base through a peristyle, containing forty proscenium boxes, supported by columns, which also act as the supporting base for a semicircle of loges and the two balconies above. The proscenium boxes are crowned at either side of the stage with a superstructure rising eighty feet above the orchestra floor, and designed to form a background for two sculptured figure groups, representing 'Enius,' flanked by the arts 'Painting and Sculpture.' The main ceiling, 100 feet high, with a shallow dome, elliptical in shape, forms a background for the main sculptured group of nine figures, in the centre of which are Orpheus and the muses, Euterpe, Calliope, Melpomene and Terpsichore. The centre of the gold ellipse incloses a painting in allegory containing upward of forty figures, suggesting music attended by various allegorical deities. The main electric floor contains 1,000 lamps. Twenty-four minor electric lights augment the necessary illumination for the auditorium and ceiling, and 5,000 incandescent lamps are distributed elsewhere.

"The proscenium frame is surmounted by a mural painting 60 x 20 feet, set in a tympanum. Herein are represented the operas at the shrine of the goddess Music. More than 100 figures are shown in the various operatic characters. The scheme of decoration and color is in the style of Louis XIV. The prevailing colors are mural grounds of deep red, with decorations in contrasting shades of buff, relieved in ornaments in gold. The proscenium frame is treated in gold throughout. "The proportions of the stage are 97 x 175 feet."—New York Evening Post.

OXFORD AND CAMBRIDGE.

INTELLECTUAL DIFFERENCES BETWEEN THE TWO UNIVERSITIES.

The Oxford mould does seem to press more heavily and durably upon the unformed character than the Cambridge mould. Oxford, to put it differently, is the more organic university of the two; a Cambridge man is somewhat less prone than an Oxford man to regard himself as a part of a great whole that is something more than the sum of its component items. That is why one hears, for good or evil, much more about "the Oxford manner" than about "the Cambridge manner"; that also one conjectures to be the reason why Cambridge, for all its lack of the "enchancements of the middle ages," has produced greater poets—and also greater novelists than Oxford. The original literary artist is, from the academic point of view, a freak; and the freak seems to breathe more freely on the Cam than on the Isis.

These things—or rather the reasons for them—are mysteries; but, in so far as the differences between the two universities are intellectual, one may perhaps find a partial explanation which both universities will admit. At Cambridge, where the mathematics prevail, a man is merely taught how to think; at Oxford, where philosophy is the medium, he is also liable to be told what to think.

The antithesis, of course, must not be pushed too far; but it explains a good deal nevertheless. It explains, for instance, the Oxford movements. Oxford thinks collectively, and therefore we find everybody at once toying with Romanism, or embracing Liberalism, or pelting Herbert Spencer with neo-Hegelian missiles, or living up to blue china, or founding Oxford settlements in the East End in order to introduce the higher life to the lower orders. Cambridge, on the contrary, thinks individually, and so escapes the contagion of all such transitory enthusiasms. Individual Cambridge men may be stirred by them, but Cambridge as an organism is not.

Our antithesis again may account for the difference between Oxford and Cambridge journalism, and between Oxford and Cambridge theology. The Oxford press man gravitates towards the editorial staff of the Times, to become the mouthpiece of a corporate opinion; the Cambridge press man prefers a position of greater freedom and less responsibility on the staff of Punch. Similarly with religion. The Oxford clergy incline to ritualism, and while defying the Bishops and the Court of Arches, profess the profoundest reverence for the vague collectivity which they call the Church; the Cambridge clergy more readily adopt the anarchical principles of the latitudinarian and evangelical schools of thought.

Similarly with metaphysics: "The difference between the Cambridge man who knows how to think and the Oxford man who knows—or thinks he knows—what to think, is perhaps more conspicuous in this than in any other branch of human study. Broadly speaking, one may say that in the matter of philosophy Oxford produces the missionary and Cambridge the sceptic. The typical Cambridge philosopher is Henry Sidgwick—a most acute thinker, who never knew what to think until the end of his days, and then inclined to the view that there probably was more in the methods of Mr. Sludge than in those of either Kant or Hegel. The typical Oxford philosopher is T. H. Green, to whom, even when one had the greatest difficulty in understanding him, one always felt tempted to apply the line: "He knows about it all; he knows he knows," and in connection with whose teaching the Oxford Spectator circulated the report that the "Absolute" had been "got into a corner."

Ships Passed The Canal.
22nd January—Bangor, Flintham, Dumbig, Kail, Glavus, Manila. 25th January—Roon, Radnorshire, Slavonia, Suevia, Tonkin, Prince Elit, Friedrich, Kamakura Maru, Prince Alce. 29th January—Kouang Si, Polyphemus, Teukal, Breconshire, Drumgall, Elkantara, Glenstrae, Radnor, St. Domingo, St. Patrick. 1st February—C. Ford, Lanth, Calchas, Dardanus, Verona, Yarra, Namur, Nile. 5th February—Benlawra, Benlawra, Klemm, Paris, Albany, Blacross, Habib, Libria, Shavira. 8th February—Ceylon, Antenor, Ernest Simon, Elitachi Maru, Saouki Maru, Ambrosio, Delirophos, Hohenstaufen, Kwonging, Prince Ludwig, Vandalia. 12th February—Neptune, Brakenburg, Franz Ferdinand.

Arrivals at Home—22nd January—Polyneite, Sifonia, Trieste, Prince Regent, Luff. 25th January—Merionethshire, Myrmidon. 28th January—Masagon. 29th January—Rhenania. 1st February—Glenavon, Prince Elit, Friedrich, Yeddo, Benlawra, Braemar, Pak Ling. 4th February—Formosa. 5th February—Kenneth, Sigovia, Yarra, Kamakura Maru. 12th February—Glavus, Slava, Elkantara.

COSTLY CAVIARE.

It may have struck even the least observant that winter is above all the time of year for the extravagant kickshaw; the hour of the appetizing adjunct and of the savory relish—the season, in short, to tempt and tickle the palate of man with subtler delights. And to this laudable end what fare more delectable, where so stimulating a prelude to the sedate symphony of relishes, entrees, entremets, etc., as that found in Russian caviare? We sing—since such a theme demands a poem—we sing the praises of King Caviare emphatically as a hors d'œuvre. We laud him in his place, which is in Northern climes upon the side table or buffet, where, amid other "snacks," there will be none so great as he. The sturgeon's roe should precede the call to dinner by good quarter of an hour; and yet would we chant its worth also where the best French authorities have placed it, namely, between the potato and the fish; and we dismiss entirely from serious consideration the present fashion of making it serve as a finale to the meal, while the German habit of devouring "caviare Brodchen" in and out of season, generally the small-grained "pressed caviare," indigenous as it were; to the Fabian, marks the gourmand—never the gourmet. In this country the delectable roe is emphatically and in every sense more "caviare to the general" than upon the Continent of Europe.

Broadly speaking, and ignoring the disparity of cost between the two, one might bracket caviare and olives together; both touch, so to speak, the high-water mark of culture, they indicate the *bon vivant*. A distaste to either must inevitably send a man down several pegs in our estimation; we could never feel the same to him again, in spite of his moral worth. Nay, might the one not have something to do with the other, since who is "impossible" as your thorough, his "worthy" soul?

So far as caviare is concerned, the price for the best, and that alone is worth eating, is going up with such leaps and bounds as to foreshadow a time when the best Black Sea may be retained for its equivalent weight in gold. The most expensive is, of course, that known as Astrakhan caviare, and the sturgeon whose roe goes to provide this kind often measures eight feet from tip to tail, and turns the scales at thirty hundredweight. This variety, so sought after by the Continental connoisseur, is known in Russia as *Ikra*, the fish coming mostly from the Black and the Caspian Seas, where the heaviest hauls are made about the mouth of the Volga, before the broad river, losing its identity in many branching streams, has become merged into the greater lap of waters.

The first sight of the roe, as we have seen it, after coming from the fish, is anything but appetizing—indeed, quite the reverse! The eggs, technically known in trade parlance as the "seeds," are wrapped in a kind of thin skin, from which depend a multitude of little ends, or "threads," the whole forming a dark-brown, slimy, repulsive-looking mass. This is treated by beating, or, more popularly speaking, whipping, until the enveloping substance is loosened and the seeds sufficiently free to enable of their passing through a sieve, which retains all the extraneous matter. Their appearance has by this time taken a distinct turn for the better; they have acquired a certain brightness, and no longer cake together. This cleansing operation, simple though it may sound, is, nevertheless, half the battle in the preparation of good caviare for the market, for the more carefully and thoroughly the process is carried out the more will the seeds glisten, and the less brine will be required for their preservation in a sound and wholesome condition.

Next follows the packing in the familiar small barrels made of seasoned alderwood, with which all caviare lovers are well acquainted, and their prompt despatch to the various wholesale dealers, whence again their further disposal, across Western Europe, the chief direct export trade being done through the agents in Warsaw.

We have here spoken of the best kinds of caviare, but there are others. The roe of several more fish, among which we may mention the carp, is similarly prepared, and the trade in it has been long enough pursued to allow of some legitimate right to its also being known as "Russian caviare," such roe coming from the same "family," though it never knew the realm of the Tsar, its habitat having mostly been in the waters of the Elbe and about the mouth of the Danube, within Hungarian territory. Such caviare is smaller in "seed," reddish in color, and the inferior quality requires a greater degree of salting, which sensibly depreciates the delicacy of its flavor. Such caviare, much of which comes under the heading of "pressed caviare," and though obviously good enough to throw away on "the general," who, probably not appreciating either, would be at a loss to tell "caviar from which," can yet not impose upon the critical palate of your seasoned gourmet; for him the best, or none of it. This trade in the sturgeon's roe has, by the way, a long pedigree, as becomes its worth, and while on the very confines of the Near East, it yet essentially a Northern delicacy. It is certain that in Russia, its true and original home, the preparation of caviare has been going forward for the past four hundred years, though Hungary and North and Middle Germany have prepared their brands also for quite a considerable time, an obvious evidence of a market for such commodity, although as far as we Western barbarians are concerned it was unappreciated in this country until something like a century ago. Latterly, however, the immense impulse given to this particular trade by the fashionable demand of the wealthy, has created a class now known in Russia as the "caviare princes," a race of potentates whose capriciousness as shortsighted as it is foolish, for where schools of fish were once not deemed worth the trouble of catching, and only the prime specimens singled out for the regal table, they are now seized on before they have had time to mature, the result being a serious diminution in the quality and quantity of the yield, a veritable case of slaying not the goose, but the fish, with the golden eggs, and one which may before long impel the very existence of our imperial *bonne bouche*—"S.C." in *Pail Mall Gazette*.

Shipping.

Arrivals.

Tjilatjap, Dut. s.s., 1,775, J. van Emmerick, 12th Feb., 10.15, 7th Feb., Coal.—J. C. C. J. L. Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.M.S., 13th Feb., Vancouver 25th Jan., and Shanghai 11th Feb., Mails and Gen.—C. P. R. Co.
Mama Maru, Jap. s.s., 2,251, Sakurai, 13th Feb., Tamsui 10th Feb., Amoy 11th, and Swatow 12th, Gen.—O. S. K.
Skuld, Nor. s.s., 947, A. Odd, 13th Feb., Saigon 8th Feb., Rica—Aagaard, Thoresen & Co.
Hanoi, Fr. s.s., 730, P. Merles, 13th Feb., Hanoi 12th Feb., Gen.—A. R. M.
Quarta, Ger. s.s., 1,145, H. Madsen, 13th Feb., Saigon 8th Feb., Rica—Man Fat Co.
Alabama, Br. s.s., D. O. Redding, 13th Feb., Salina Cruz 5th Jan., Ballast.—C. S. S. Co.
Kamot, Nor. s.s., 949, S. F. Munn, 13th Feb., Wokamau 7th Feb., Coal.—Mr. Buzze.
Princess Alice, Ger. s.s., 6,020, Ch. Polach, 14th Feb., Hamburg 5th Jan., and Singapore 10th Feb., Mails and Gen.—M. & Co.
Java, Br. s.s., 2,631, S. Barcham, 14th Feb., Yokohama 29th Jan., and Foochow 12th Feb., Gen.—P. & O. S. N. Co.
Cyclops, Br. s.s., 5,747, J. Purford, 14th Feb., Singapore 8th Feb., Gen.—B. & S.
Sambha, Ger. s.s., 5,623, O. Müller, 14th Feb., Mojito 10th Feb., Matches—H. A. L.
Chowlat, Ger. s.s., 1,115, W. Müllermann, 14th Feb., Bangkok 4th Feb., Rice and Wood.—B. & S.
Hongkong, Fr. s.s., 742, E. Coreil, 14th Feb., Haiphong 12th Feb., Gen.—A. R. M.
Kinuck, Br. s.s., 2,976, B. C. Lewis, 14th Feb., Singapore 8th Feb., Gen.—B. & S.
Kwonglee, Ch. s.s., 1,468, R. Lincoln, 14th Feb., Shanghai 11th Feb., Gen.—C. M. S. N. Co.
Lohian, Br. s.s., 3,222, J. C. Williams, 14th Feb., Liverpool 10th Feb., Gen.—D. & Co.
Capt. B. s.s., 2,744, A. Dixon, 14th Feb., San Francisco 17th Jan., and Shanghai 12th Feb., Mails and Gen.—O. & O. S. S. Co.
Fukura Maru, Jap. s.s., 1,941, K. Mori, 14th Feb., Mojito 9th Feb., Coal.—M. B. K.
Teau, Br. s.s., 1,346, Somerville, 15th Feb., Manila 12th Feb., Gen.—B. & S.
Hunan, Br. s.s., 1,742, Puckett, 15th Feb., Chinkiang 10th Feb., Gen.—B. & S.
Atsuta, Br. s.s., 2,867, H. Meitzner, 15th Feb., Portland via Japanese Ports 15th Jan., Flour and Gen.—P. & A. S. Co.
Peleus, Br. s.s., 4,870, Hannah, 15th Feb., Shanghai 12th Feb., Gen.—B. & S.

Clearances at the Harbour Office.
Chinkiang, for Canton.
Sambha, for Shanghai.
Princess Alice, for Shanghai.
Java, for Singapore.
Tinhua, for Saigon.
Kama Maru, for Saigon.
Yunnan, for Yokohama.
Kwonglee, for Canton.
Kinuck, for Shanghai.
E. R. Sutton, for Baltimore.
Lohian, for Shanghai.

Departures.
Feb. 13.
Guisenby, for Europe.
Cochin Maru, for Shanghai.
Daphne, for Saigon.
Feb. 14.
Empress of India, for Vancouver.
Princess Alice, for Shanghai.
Kwonglee, for Canton.
Chinkiang, for Canton.

Passengers arrived.
Per *Hongkong*, from Haiphong—Captain Brindard-Dymally, Messrs. Bernard, Saisson, Decour, Gervert, Constantin and Kerler.
Per *Teau*, from Manila—Mr. and Mrs. Fox, Messrs. F. E. Hill, B. Shop, D. M. Frazier, Lt. Comdr. J. R. Alfred, C. Deyn, G. Kingkenda and Horin.
Per *Java*, for Hongkong from Yokohama—Mr. J. A. Chiodi, from Foochow—Mr. Mrs. Miss and Master Flayelle, 2 infants andamah, Messrs. R. Harada, Y. K. Yuen, G. Jemmur, Nagano and Kousko. From Shanghai for London—Dr. H. Perry, and Mr. J. S. Livingstone. For Marseilles—Rev. and Mrs. W. S. Moule. For Singapore—Mr. L. Betts.
Per *Empress of Japan*, from Vancouver—Mr. C. Edmonds, Mr. and Mrs. J. A. Gredes, Messrs. Jung On Tuck, Cong Chin, 18 Chinese, and 1 Indian. From Yokohama—Misses Read, Williams, Mr. T. A. Mara, Miss Mara, and Mr. J. S. Van Ruren. From Nagasaki—Messrs. Brun, W. Wans, R. Steiner and H. A. Elton. From Shanghai—Messrs. W. B. Robertson, J. Johnstone, Miss V. Johnstone, Messrs. R. Allen, P. J. Fenton, J. Mackie, Wakeford, Cox, P. Amiot, C. B. Dunlop, Mr. and Mrs. O. V. Ravill, Messrs. C. A. Graves, Mrs. A. Vaughan-Smith, Messrs. A. L. Anderson, A. Owen, I. D. Camrie, Koritski, Marlamie, and to Chinese servants.

Per *Princess Alice*, from Southampton—Mr. and Mrs. Danby, Commander Rust, Mrs. David and family, Messrs. C. G. Ross and C. Taylor, F. G. Gomes, Mr. Oldain, Messrs. T. de C. Gomes, C. Roch, G. Wiesch, H. Gondecher, T. Pfaff, R. Burgers and Th. Hansen and Rev. Lyman Peetlam. From Naples—Mrs. and Miss Vernon. From Port Said—Mr. I. Thabet. From Colombo—Mr. R. Wicks, D. Thubert, Ball, Miss Ridge, Messrs. Whiteaway and Singer, Mrs. Vereshkine, Mrs. D. Steward, Refr. F. Goring, Mr. W. Quinn. From Penang—Messrs. R. Pinckney, Wong Ring Yeng, C. Kee Le and Thum Bin, and Misses Tharp. From Singapore—Major Farquharson, Messrs. J. Pollock, R. Waterhouse, W. E. Jennie and Dunbar, Mrs. Simms, Messrs. W. Hsiong Hsien, L. Chow Kit and Hawkins, Mr. and Mrs. Dudge, Mr. and Mrs. H. Pearson, Messrs. Nath. Nathan, Cheong Kwak Kwa, Stelner, W. Fernandez and Lazar, from Hamburg—Messrs. A. Johnson, G. H. Sowden and J. Watson.
Per *Tjilatjap*, from Mojito—Mr. Eca da Silva.

Shipping Reports.

Str. *Quarta*, from Saigon—Fine weather throughout.
Str. *Teau*, from Manila—Strong monsoon and cloudy weather.

Str. *Kintuck*, from Singapore—Moderate to fresh breeze and fine.

Str. *Kwonglee*, from Shanghai—Light to fresh Northerly and N.E. breeze, overcast and fine.

Str. *Hunan*, from Chinkiang—Fine weather to Formosa Strait and then strong N.E. winds to port.

Str. *Sambha*, from Mojito—During the night from 10th to 11th inst., had a very strong gale from E.N.E. and N.E. direction with heavy breaking sea, thence moderate breeze and sea from N.E.

Vessels in Port.

Steamships.

Athenian, Br. s.s., 2,883, A. O. Cooper, 10th Feb., Vancouver, B.C., 12th Jan., and Shanghai 7th Feb., Gen.—C. P. R. Co.
Carl Diederichsen, Ger. s.s., 774, H. Schläkier, 11th Feb., Haiphong 6th Feb., and Hoihow 1st, Rica and Gen.—J. & Co.
Childar, Nor. s.s., 1,102, A. Augensen, 11th Feb., Bangkok 2nd Feb., and Swatow 10th Feb., Gen.—N. Y. K.
Choising, Ger. s.s., 1,021, S. Simonsen, 11th Feb., Bangkok 30th Jan., Rica and Gen.—B. & S.
Doric, Br. s.s., 4,975, Harry Gaukroger, 7th Feb., San Francisco 31st Jan., Honolulu 11th, Yokohama 20th, Kobe 31st, Nagasaki 2nd Feb., and Shanghai 1st, Mails and Gen.—O. & O. S. S. Co.
Entin, Ger. s.s., 1,150, T. Kuysen, 11th Feb., Weihaiwei 6th Feb., Gen.—J. & Co.
Hailan, Fr. s.s., 377, J. Andersen, 11th Feb., Pakhoi and Hoihow 10th Feb., Gen.—A. R. M.
Hinsang, Br. s.s., 1,356, W. D. Welsh, 8th Feb., Kutchin 1st Feb., Coal.—J. M. & Co.
Indradeo, Br. s.s., Easterbrod, 10th Jan., Sydney 24th Dec., Coal.—T. & Co.
Kauchow, Br. s.s., 1,217, Meahrel, 17th Feb., Swatow 11th Feb., Ballast.—B. & S.
Kiang Ching, Ch. s.s., 2,000, H. Udden, 10th Feb., Chinkiang 5th Feb., Gen.—Chinese.
Koun Maru, Jap. s.s., 1,783, Y. Minamikawa, 9th Feb., Kobe 30th Jan., Coal and Gen.—Fukoku & Co.
Kumsang, Br. s.s., 2,078, E. J. Buller, 10th Feb., Calcutta via Penang and Singapore 4th Feb., Gen.—J. M. & Co.
Laertes, Br. s.s., 1,341, J. B. Jackson, 8th Feb., Saigon 4th Feb., Rica and Gen.—Wo Fat Sing & Co.
Landrat Scheiff, Ger. s.s., 1,012, H. Grandt, 9th Feb., Saigon 4th Feb., Rica—S. & Co.
Mercedes, Br. transport, 2,003, J. S. McGregor, 20th Jan., Singapore 22nd Jan., Coal.—J. M. & Co.
Minnesota, Am. s.s., 2,271, Chas. Austin, 11th Feb., Seattle 9th Jan., Gen.—N. Y. K.
Monteagle, Br. s.s., 3,953, S. Robinson, 14th Sept., Vancouver 20th Aug., and Shanghai 11th Sept., Flour, Lead and Gen.—C. P. R. Co.
Neil MacLeod, Am. s.s., 901, E. Corral, 19th Jan., Manila 16th June, Ballast.—Barrett & Co.
Newton Hall, Br. s.s., 2,675, H. C. Hostler, 4th Feb., Penarth 18th Dec., 1906, Coal.—Admiral.
N. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June, Manila 9th June, Ballast.—Harroto & Co.
Nichely Maru, Jap. s.s., 2,302, S. Natsume, 10th Feb., Mojito 9th Feb., Coal.—Order.
Noid, Nor. s.s., 730, G. Haraldsen, 11th Feb., Saigon 4th Feb., Rica—Aagaard, Thoresen & Co.
Paklat, Ger. s.s., 1,700, H. Demes, 10th Feb., Bangkok 4th Feb., Rica—B. & S.
Petchaburi, Ger. s.s., 1,770, G. Goswami, 5th Feb., Bangkok 23rd Jan., Rica and Gen.—M. & Co.
Prinz Sigismund, Ger. s.s., 3,302, Lenz, 8th Feb., Sydney 15th Jan., and Manila 5th Feb., Gen.—M. & Co.
Progress, Ger. s.s., 687, H. Pahren, 8th Feb., Diego 6th Feb., Salt—L. W. & Co.
Ratho, Br. s.s., 2,277, J. Thomson, 9th Feb., New York via Manila 6th Feb., Case Oil and Gen.—O. Co.
Sarsong, Am. s.s., 428, Vitteria, 7th Sept., Manila 4th Sept., Ballast.—Order.
Signal, Ger. s.s., 1,770, G. Schalkier, 8th Feb., Singapore 29th Jan., and Hoihow 7th Feb., Gen.—J. & Co.
Simonsen, Dut. s.s., 1,200, Ziederhohdt, 11th Feb., Samarang and Pulo Laut 3rd Feb., Sugar—Chinese.
Suma Maru, Jap. s.s., 2,022, H. Yamaguchi, 9th Feb., Saigon 3rd Feb., Rica, Gen.—Gilman & Co.
Tacoma, Am. s.s., 6,066, E. W. Roberts, 28th Jan., Tacoma via Japan Ports 12th Dec., Gen.—D. & Co. Ltd.
Tatsumi Maru, Jap. s.s., 1,500, Tajihama, 8th Feb., Chefoo and Weihaiwei 3rd Feb., Gen.—Japanese.
Tinhua, Br. s.s., 904, T. R. Kidd, 31st Jan., Saigon 26th Jan., Rica—A. & Co.
Tosa Maru, Jap. s.s., 3,610, K. Kato, 10th Feb., Shanghai 7th Feb., Gen.—N. Y. K.
Undine, Nor. s.s., 1,113, H. Thorsjensen, 23rd Dec., Chefoo 17th Dec., Gen.—Aagaard, Thoresen & Co.
Yrua, Am. s.s., 409, H. Nelson, 16th Oct., Amoy 10th Oct., Ballast—Yang Chung.
Yueyang, Br. s.s., 1,125, F. Mooney, 11th Feb., Manila 8th Feb., Gen.—J. M. & Co.
Zafiro, Br. s.s., 1,629, R. Rodger, 11th Feb., Manila 9th Feb., Gen.—S. T. & Co.

Sailing Vessels.

E. B. Sutton, Am. ship, 1,639, Butmann, 22nd Dec., Haiphong 1st Dec., Ballast.—A. K. & Co.
Punape, Ger. sch., 220, H. Martens, 31st Dec., 20th Feb., Ballast—German Consul.
Prince George, bk., 472, A. R. Anderson, 18th Oct., Manila 26th Sept., Old Iron—Order.

Steamers Expected.

Vessel	From	Agent	Date
Koon	Singapore	M. & Co.	Feb. 17
Tonkin	Singapore	M. & Co.	Feb. 18
Arracon	Bombay	N. Y. K.	Feb. 18
Yamaguchi	Bombay	N. Y. K.	Feb. 22
Yamaguchi	Calcutta	J. M. & Co.	Feb. 2

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Kwongchow At Kowloon Dock
Prinz Waldemar
Emeraude
Sorsogon
Fronde
Z. V. de Aldecoa
Athenian
Prinz Sigismund
Robis
Saphir
Feng Fel
Shantung

Dock Office.

A Mail will close for—
Kwongchow-wan, Hoihow, Pakhoi and Haiphong—Per *Hanoi*, 14th Feb., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, 16th Feb., 11 A.M.
Manila—Per *Zafiro*, 16th Feb., 11 A.M.
Macao—Per *Sui Tai*, 16th Feb., 1.15 P.M.
Manila—Per *Yunnan*, 16th Feb., 3 P.M.
Shanghai—Per *Kwonglee*, 16th Feb., 5 P.M.
Swatow, Amoy and Tamsui—Per *Mama Maru*, 16th Feb., 5 P.M.
Hoihow and Haiphong—Per *Carl Diederichsen*, 16th Feb., 5 P.M.

Haiphong—Per *Triumph*, 16th Feb., 5 P.M.

Kwongchow-wan and Chikchow—Per *Kwonglee*, 16th Feb., 5 P.M.
Hoihow and Pakhoi—Per *Hanoi*, 16th Feb., 5 P.M.
Swatow, Amoy and Foochow—Per *Haitan*, 17th Feb., 9 A.M.
Haiphong—Per *Hongkong*, 18th Feb., 9 A.M.
Macao—Per *Sui Tai*, 18th Feb., 1.15 P.M.
Singapore, Penang and Calcutta—Per *Kumsang*, 18th Feb., 2 P.M.
Kobe, Yokohama and Portland, Or.—Per *Arabia*, 18th Feb., 4 P.M.
Swatow, Amoy, Foochow and Shanghai—Per *Satka*, 18th Feb., 5 P.M.
Europe, &c., India, via Tuticorin—Per *Tourane*, 19th Feb., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per *Minutia*, 19th Feb., 11 A.M.
Macao—Per *Sui Tai*, 19th Feb., 1.15 P.M.
Shanghai, Mojito, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.—Per *Tosa Maru*, 19th Feb., 3 P.M.
Manila—Per *Tian*, 19th Feb., 3 P.M.
Shanghai—Per *Kiang*, 19th Feb., 3 P.M.
Singapore, Penang and Colombo—Per *Hakata Maru*, 19th Feb., 5 P.M.
Swatow, Amoy and Anping—Per *Fukushu Maru*, 19th Feb., 5 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)—Per *Alhambra*, 20th Feb., 11 A.M.
Nagasaki, Kobe and Yokohama—Per *Kuma Maru*, 20th Feb., 11 A.M.
Macao—Per *Sui Tai*, 20th Feb., 1.15 P.M.
Macao—Per *Sui Tai*, 21st Feb., 1.15 P.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Nikko Maru*, 22nd Feb., 11 A.M.
Macao—Per *Sui Tai*, 22nd Feb., 1.15 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Coptic*, 23rd Feb., 11 A.M.
Macao—Per *Sui Tai*, 23rd Feb., 1.15 P.M.
Tientsin—Per *Kiang*, 23rd Feb., 3 P.M.
Mojito, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per *Trimont*, 23rd Feb., 3 P.M.
Cebu and Iloilo—Per *Sungking*, 26th Feb., 3 P.M.
Manila, Simposonhafen, Fr. Wilhelmshafen, Herberstshöhe, Merapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Prinz Waldemar*, 28th Feb., 11 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Prinz Waldemar*, 28th Feb., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru*, 31st Mar., 10 A.M.
Europe, &c., India, via Tuticorin—Per *Australia*, 31st Mar., 11 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Tian*, 31st Mar., 3 P.M.

Money Letters.—The Post Office declines all responsibility for unregistered Letters containing bank notes or jewellery, and where Registration has been neglected will make no enquiries into alleged losses of such letters (Postal Guide 121).

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Fox, Dr. and Mrs. C. Ukers, W. H.
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Simpson, Mrs. W. M.
Gow, Mrs. W. and 2 Tabot, D.
children Thomas, Lt.-Comdr. L.
Lowe, J. C. Whyte, Mr. and Mrs.
Muoro, Miss A. R. and child
Newman, F.

CHINA COAST METEOROLOGICAL REGISTER.

February 11th, 1907, a.m.

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Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLUMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."
Captain T. H. Hyde, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 23rd February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Brianston*, 5,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Perse*, due in London on 23rd March, 1907.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
For further Particulars, apply to
K. A. HEWITT,
Superintendent.
Hongkong, 12th February, 1907.

"SHIRE" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.
THE Steamship
"GLAMORGANSHIRE"
will be despatched for the above Ports, on or about the 20th February.
For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 17th January, 1907.

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, CALLAO
AND IQUIQUE VIA
JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.
Steamers. Tons. To sail.
"GLENFARG" 4,000, March 26, at Noon
"KASATO MARU" 6,100, April 25, at Noon
Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.
The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.
K. MATSUDA,
Manager,
Yokohama Building.
Hongkong, 8th February, 1907.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.
The S.S. "TOURANE,"
Captain G. Lancelotti, will be despatched for MARSEILLES on TUESDAY, the 19th February, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:—
S.S. *AUSTRALIE* 5th March.
S.S. *TOKIN* 19th March.
S.S. *BERNEST SIMONS* 2nd April.
S.S. *POLYNESIE* 16th April.
S.S. *YARRA* 30th April.
S.S. *SALAZIE* 14th May.
G. DE CHAMPEAUX,
Agent.
Hongkong, 7th February, 1907.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.
Steamer. Tons. Captain. Sailing.
Tremont 9,600 T. W. Garlick. 23rd Feb.
Lyra 4,417 H. C. Armstrong. —
Shawmut 9,600 E. V. Roberts. —
* Cargo only.
CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation for
first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.
For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings.
Hongkong, 15th February, 1907.

Intimations.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, FINE MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS,
Hongkong, 16th November, 1906.

ACHEE & CO.
ESTABLISHED 1859.

FURNITURE,
GENERAL HOUSEHOLD

REQUISITES,
&c., &c., &c.

DEPOT
FOR
BASTMAN'S
KODAKS, FILMS,
AND
ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1906.

Telephone 216.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$10,250,000 \$210,000	\$1,712,472	{ £1.15/- @ Ex. 2 1/2 = \$16.47 for first half- year 1906	5 1/2 %	{ \$900 ex. & b. London 107.10/
National Bank of China, Limited	99,925	£7	£6	{ £12,735 \$150,000	\$74,099	\$2 (London 3/6) for 1905	—	\$50
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$295 sellers.
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15/- for year ended } 30.6.1906	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$331,131 \$1,152,844 \$50,479	\$2,702,271	Interim div. of 13/- for 1905	5 %	\$820 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	{ \$800,000 \$11,278 \$15,527 \$1,000,000	\$508,334	\$12 and 13 special dividend for 1904	9 1/2 %	\$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$229,488 \$2,616	\$344,098	\$6 for 1.04	6 %	\$100
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,220,928	\$422,618	\$25 for 1904	6 1/2 %	\$370 sales
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$21	{ \$6,000 \$264,638	\$6,563	\$11 for 1905	7 1/2 %	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$33,562 \$250,000 \$600,000	Nil.	\$21 for year ended 30.10.06	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	{ \$144,386 \$120,000 \$280,958 £3,999	\$20,170	\$1 for 2nd half-year making \$2.00 for 1906 ..	6 1/2 %	\$30 ex div.
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ £40,000 £4,000 £4,144	£24.2	{ 10/- @ ex. 2 1/2 9/16 = \$4.69 Interim div. of Tls. 2 1/2 } Interim div. of Tls. 1 1/2 } 1/- (Coupon No. 7) for 1906	9 1/2 % 6 1/2 % 2 1/2 %	{ Tls. 61 sellers Tls. 10 buyers Tls. 34/- buyers
"Star" Ferry Company, Limited	10,000	\$10	5	{ \$55,000 \$2,072 Tls. 68,000	\$218	{ \$1.50 } for year ending 30.4.1906	5 % 3 1/2 %	{ \$30 buyers \$20 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 305,479 Tls. 88,000 Tls. 81,200	13,913	Interim div. of Tls. 2 account 1906	8 1/2 %	T. Tls. 49 buyers
SUGAR.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	19 %	\$229 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	\$132,588	\$1 for 1905	—	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	5 1/2 %	Tls. 75 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000 £26,011	£12,546	{ Final of 1/- (No. 7) making 2 - for year } ended 28.2.06	5 1/2 %	Tls. 12 buyers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none	G. \$909,050	Interim of 50 cents for account 1906	10 %	G. \$10
Panb Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873	£8,745	No. 12 of 1/- = 48 cents	—	18 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	1 1/2 %	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	20,000	\$50	50	{ \$1,000,000 \$55,160 \$20,000	\$20,040	\$24 for a/c 1906	6 1/2 %	\$05
New Hong and Whampoa Dock Company, Ltd.	20,000	\$50	\$50	{ \$49,500	\$392,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$140 sellers
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$38,000	\$2,221	\$1 for 1905	8 1/2 %	\$12
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$1,000,000 Tls. 487,210	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 107 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 235 buyers
Do. do. (new issue)	2,500	Tls. 100	Tls. 100	{ none	none	none	—	Tls. 225 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	7 1/2 %	Tls. 240 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none	none	First year	—	Tls. 105 ex. & b.
Astor House Hotel Company, Limited (Shanghai) ..	20,000	\$25	\$25	{ \$50,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$29 buyers
Central Stores, Limited	6,000	\$15	\$15	{ none	\$4,719	{ \$2.40 on \$12 for 1905 \$7 on \$71 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	{ none	—	None	—	\$161 buyers
Do. (Founders)	123	\$15	\$15	{ none	—	None	—	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,075 \$70,075	110,057	\$5 for first half-year for 1906	8 1/2 %	\$122 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000	\$56,218	Final div. of \$31 making \$7 for 1906	6 1/2 %	\$108 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 29,783	Tls. 1,935	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 15 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$208,386 \$50,000	\$11,567	80 cents for 1906	7 1/2 %	\$11.20 b. ex div.
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	{ none	\$1,089	\$24 for 1906	6 1/2 %	\$371 ex div.
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	{ Tls. 106 sales Tls. 65 sellers
Do. do. (new issue)	26,000	Tls. 50	Tls. 50	{ none	—	Final div. of \$2.10 making \$4.10 for 1906 ..	8 1/2 %	\$403 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$1,519	—	—	—
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939	Tls. 64,986	Tls. 10 for year ended 31.10.1906	13 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing } Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$170,000	\$21,666	\$14 for the year ending 31.7.06	10 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	9 1/2 %	Tls. 64 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,760	Tls. 8 for 1905	6 %	Tls. 132 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	6 1/2 %	Tls. 350 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none	\$1,066	\$7 for 1905	7 1/2 %	\$97
Bell's Asbestos Eastern Agency, Limited	8,500	12/6	12/6	{ £814	\$86	1/3 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ 50,000	\$1,097	\$3 for 1905	10 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904	—	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905 ..	12 1/2 %	Tls. 57 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ none	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	\$94
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$115,000	\$855	80 cents for 1906	9 1/2 %	\$84
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$60,000	\$2,555	\$1.30 for year ending 31.7.1906	8 %	\$104 sales
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$410,000 \$500,000	\$52,291	Int. div. of 75 cents for 4-year ended 30.6.06	9 1/2 %	\$21 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000	\$20,893	\$24 for year ending 28.2.06	10 1/2 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$23,68	{ \$1.00 60 cents for 10 months ending 28.2.06 ..	7 1/2 %	\$16
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$180,000	\$1,796	Int. div. of \$20 for 10 months ending 28.2.06	10 1/2 %	\$15
Hongkong Ice Company, Limited	5,000	\$15	\$15	{ \$180,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06 ..	7 1/2 %	\$250 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$61,000	\$1,813	\$9 for 1905 on 5 shares	8 1/2 %	\$21
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$2,500	\$88	Final of 50 cents making \$1 for the year ..	15 1/2 %	\$64
Maatschappij tot Mijl. Bosch en Landbouwen } plooiat in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,693	Tls. 10,374	{ 4th interim div. of Tls. 7 1/2 making Tls. 30 so far a/c 1906	8 1/2 %	Tls. 262 buyers
Philippine Company, Limited	62,500	\$10	\$10	{ none	Dr. P. 34,324	None	—	\$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 account 1906	6 1/2 %	Tls. 109 buyers
Do. do. (new)	8,000	Tls. 50	Tls. 50	{ Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	17 %	Tls. 34
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 37,000 Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 120 buyers
Shanghai-Sumatra Tobacco Company, Limited	39,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 %	Tls. 100 buyers
Shanghai Waterworks Company, Limited	8,775	£20	£20	{ Tls. 190,000	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1906	—	Tls. 315 Tls. 285
South China Morning Post, Limited	7,200	£20	£20	{ none	Dr. \$41,934	None	—	\$25 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none	\$214	30cts. (old) & 15cts. (new) year ended 31.5.06	5 1/2 %	\$58
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,293 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 100 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	{ \$25,000	\$752	{ 70 cents } for year ended 31.5.1906	8 1/2 %	\$10
Do. (Founders)	100	\$10	\$10	{ \$25,000	\$7,734	Interim of 40 cents for account 1906	6 1/2 %	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Interim of 40 cents for account 1906	8 1/2 %	\$12 sales
William Powell, Limited	15,000	\$10	\$10	{ \$45,000	\$182	{ Final of 30 cts. making 80 cts. for the } year ended 30th June, 1906	10 1/2 %	\$7 1/2 buyers
DIVIDENDS PAYABLE.—								
Hongkong and Shanghai Banking Corp.	£2.15/-	February 16th						
Shanghai Land Investment Co., Ltd.	Tls. 4 1/2	" 18 b						
Hongkong and Whampoa Dock Co., Ltd.	\$4.00	" 20th						
Lau Kung Mow Cotton Co., Ltd.	Tls. 8.00	" 25th						
Soy Chee Cotton S. Co., Ltd.	Tls. 50	" 26th						